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Leslie's

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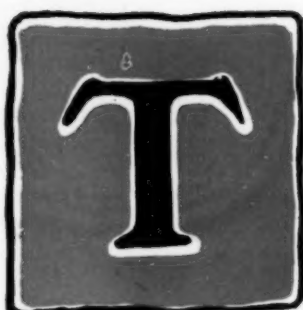
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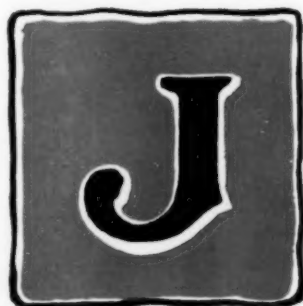
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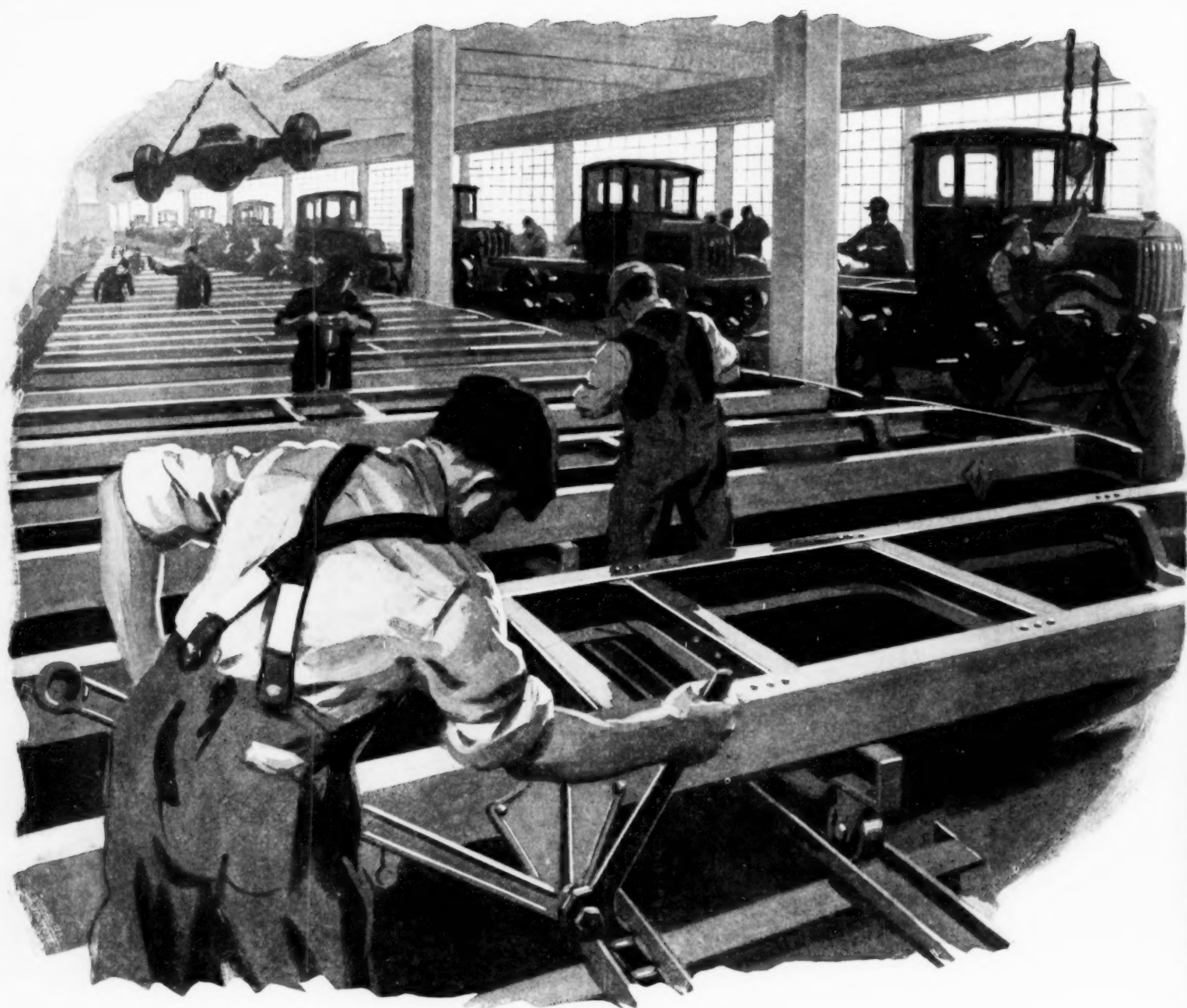
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By M. K. Wisehart.



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STRENGTH

To know, of your own knowledge, that a thing *is* well done, you like to see it *being* done. That is the principle of the scientist, the business man, the thorough, efficient, successful American.

The process of fitting the radius-rod to a Paige truck may not be picturesque. But it is vastly important and significant. Paige trucks are driven through the radius-rods—not through the springs. That is a factor of greater Strength, more constant and consistent Service.

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U. S. Department of Labor
W. B. Wilson, Secretary

PAIGE

The Most Serviceable Truck in America

Build Now Good Roads and see how quickly Good Times will roll down those Roads.

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MOTOR TRUCKS

The Famous Oliver Typewriter

Now \$57—Was \$100

Latest Model
Brand New
FREE TRIAL

Save
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Over
700,000
Sold



*The Sales Policy Alone is
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The Guarantee of a \$2,000,000 Concern

That This \$57 Typewriter Was \$100

This tells how you profit by our war-time experience. How you can now save \$43. During the war we learned that it was unnecessary to have great numbers of traveling salesmen and numerous, expensive branch houses throughout the country. We were also able to discontinue many other superfluous sales methods.

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You can now obtain the identical Oliver which was previously priced at \$100 for \$57. Not the slightest change has been made in the machine.

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Or if you wish additional information, mail the coupon for our proposition in detail. We immediately send you our de luxe catalog and all information which you would formerly obtain from a typewriter salesman.

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Our terms are \$3.00 a month—the equivalent of 10 cents a day. Everyone may now own a typewriter for nearly 50 per cent less than any other standard machine.

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Today

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☐ Ship me a new Oliver Nine for five days free inspection. If I keep it, I will pay \$57 at the rate of \$3 per month. The title to remain in you until fully paid for.

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THE WHITE HEAVY DUTY TRUCK

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DOUBLE REDUCTION GEAR DRIVE

Having all the leverage and flexibility of a chain and sprocket and the frictionless driving contact of gears which *roll* in oil, dust proof

A New Low Cost OF HEAVY HAULAGE

The new White heavy duty trucks have been designed with but one end in view: to do more work at lower cost. They carry forward the White policy of building trucks to do the most work with the least effort.

For years the chain-driven White has set the pace in heavy haulage. It has held its own against a field of competition based on new axle features. It has won its place by sheer merit *as a truck*, and not because of any single feature in it. It is standard today in America's greatest fleets.

In White Trucks, mechanical changes are made only to improve operation. The company has always sold operating efficiency—*truck performance*.

The heavy duty models remained chain-driven until we were able to develop an enclosed form of drive having all the

advantages of chain and sprocket. This has now been done. The Double Reduction Gear Drive is the full counterpart of chains in *applying* power. It has the chain *pull*, in gear form.

The new trucks follow a twofold aim in White design: sturdy engine up in front and maximum pull in the rear. The final drive saves power and therefore fuel. The lubrication saves oil. Light unsprung weight saves tires. Continuous operation saves time of both truck and driver by a steady volume of performance.

In all its years of transportation service, The White Company has never swerved from its original purpose to build an *economical* truck.

These new trucks are money *savers*.



THE WHITE COMPANY

CLEVELAND



Leslie's Illustrated Weekly Newspaper

JOHN A. SLEICHER,
Editor-in-Chief
CONKLIN MANN, Managing Editor

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
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CARRANZA says that the opposition to his Government is not political, but merely the cussedness of bandit-wolves covering themselves with the sheepskins of patriotic profession; consequently the prevalent ructions in Mexico do not constitute a revolution. The United States endorses this claim in that it has not as yet recognized as belligerents those who are fighting Carranza. Officially and technically Mexico is pacified, though in many places, to borrow a Rooseveltism, peace rages as furiously as ever.

Is There a Revolution in Mexico?

By FRED J. SPLITSTONE

Recognition of the belligerency of Carranza's opponents would, in all probability, end his dictatorship. So long as they can not buy arms and ammunition they are unable to organize forces strong enough to capture the capital—indeed they can not hold for long the larger towns they take, since the Government can always concentrate enough troops to overwhelm them in the end. Naturally the Carrancistas will try to make it appear that such evidences of revolt as may become apparent to the outside world are only the activities of robbers and assassins, soon to feel the halter of justice.

The late General Huerta, when he was president, took a similar attitude—for publication—toward the forces of Villa and Carranza; the same forces that are today defending the *de facto* government. He said, during an interview in the National Palace, that for every bandit he would provide a rope, and so end the revolt. But there was some failure to place the nooses and the revolution swept down from the north through the blood-drenched fields of Torreón, San Pedro, Saltillo and Zacatecas, and carried a new ruler into the National Palace.

Is history repeating itself? Are the present forces of revolt strong enough and cohesive enough to do, ultimately, to Carranza what he and his followers did to Huerta? Is the United States backing the wrong horse in the Mexican sweepstakes?

If we knew the truth about internal conditions in Mexico we might find the answer. But truth is a difficult thing to come at, and doubly so in Mexico, where politics is unbelievably complex and obscure. This article is an attempt to marshal some facts concerning the numbers, standing and effectiveness of the forces fighting the Carrancistas, and while it is in the main accurate, I am not unaware that there may be false threads mixed with the web of truth. Intelligence travels slowly from the interior of Mexico, political elements are extremely unstable and conditions of a few weeks ago now may be relegated to the scrap-heap of things that were. Nevertheless, as statements from various sources have been carefully checked and cross-checked, the reader may rest assured that nothing here set forth will lead him far astray.

Every well-regulated revolution should have a romance and a hero. General Felix Diaz is the hero of this one and his return to Mexico to rally his countrymen against the Carrancistas needs no garnishing by the imagination of the fictionist.

General Diaz was, as all the world knows, destined jointly with General Huerta to govern Mexico when the Maderista administration collapsed in

1913. But Diaz was no match in ambition and "strength" for his associate, and within a few days Huerta found a legal way to place himself in the presidential office. Defeated political rivals have not found continued residence in Mexico salubrious and General Diaz went abroad, remaining in Cuba and the United States until February 17, 1916. Convinced of the insincerity of Carranza and his associates and assured that the condition of the Mexican people was growing steadily worse, he sailed from a place near Galveston, Texas, with only four companions in a small motor boat. It was his intention to land to the south of Vera Cruz and make his way across country to Oaxaca, where Carranza had never succeeded in establishing his authority. But a storm drove *La Providencia*, as the boat had been named, ashore near Soto de la Marina, on the coast of Tamaulipas, and the five voyagers were arrested by the Carrancistas.

In preparation for his adventure Diaz had exposed himself to the sun until he was burned as brown as an Indian; had let his hair and beard grow long, and had injected into his eyelids a solution that caused them to swell and become inflamed. In this unkempt peon, Francisco Sanchez, it is small wonder that no one recognized the debonair Felix Diaz, the petted favorite of the capital in its golden days. He and his companions, under suspicion of being revolutionists, spent some time in jail at Matamoras and were later sent to Monterey for further examination, where they pleaded not guilty.

No evidence being found against them, the prosecutor prepared a recommendation that they be released, which had to be sent to Mexico City for approval. Don Felix, knowing that this meant weeks, perhaps months, longer in the Monterey penitentiary, boldly demanded an immediate trial for himself and his companions, with the

result that on April 29 the five were acquitted.

Asked where he wanted to go Diaz replied that he

preferred to stay in Monterey, since, as he had once been arrested and confined for many weeks in prison for no other offense than being a poor, shipwrecked fisherman, he did not care to again venture where he was not known. This convinced the judge that the five should have passports, and Don Felix countered by demanding railroad tickets as well, which point being conceded, he and three companions decided to go to Mexico City, while the fifth of the party started for the United States to report the fortunes of his chief to friends there.

Diaz found refuge in the home of a friend in Mexico City, where he remained from May 4 to May 14, busy himself secretly with political matters. Carranza's spies in New Orleans picked up some indiscreet remarks of the courier and flashed the word to Mexico City to look out for Diaz. General Obregon, then Minister of War, put the police on the trail and soon located Don Felix, who escaped on horseback with not a moment to spare. Amador Cardenas, the friend who sheltered him, spent several months in prison and barely missed being executed.

Diaz went through Puebla to Oaxaca, where he spent some time in consultation with Guillermo Meixueiro, the revolutionary leader, and from there began his famous pilgrimage to the headquarters of the various revolutionary chiefs, out of which grew the *Ejercito Reorganizador Nacional*.

That army is a unification of most of the forces opposed to Carranza, not, indeed, by bringing them together in one place, but by persuading them to recognize one headship and to adhere to a fixed political principle. While these forces are yet, to a large extent, the personal followings of local *jefes* or chiefs they all fight for the restoration of the legitimate constitution and for a return to law, order and prosperity.

For three years General Diaz has been in the field as the commander-in-chief of this army. His headquarters are at Tepatlaxco in the State of Vera Cruz, where he has associated with him the following generals who

were formerly officers in the Federal army: Pedro Gabay, commander of the Third Division; R. F. Cejudo, commander of the Fourth Division; Luis Medina Barron, chief of staff of the Third Division; Halario Murillo, Castulo Perez, Manuel A. Paz, Amado L. Cristo and Enrique Gonzalez. The following former Maderistas are also generals with Diaz: J. F. Barrios, C. Arellano, A. B. Reyes, Rodrigo Ibarra, Augustin Luna, and B. Garcia. This shows that General Diaz has been able to unite in his following men who were formerly bitter political enemies.

The plan of the Reorganization army is necessarily loose. It is scattered through fifteen States, but it is united on the restoration of the constitution of 1857. An American who spent fifteen months traveling through Mexico, and who is probably better acquainted with conditions there than any other foreigner, said to me re-

Continued on page 549



Mexican soldiers in the campaign uniform worn by government troops. Sometimes the ranks of the revolutionists show a heavy percentage of similar uniforms and sometimes more.

EDITORIAL

"Stand by the Flag:—In God We Trust"

What Would Jefferson Say?

WE talk about a new social order, but let us get ready for the new political order being marshalled in by the prohibition amendment to the Constitution and by the establishment of woman suffrage.

The New York *World* warns the Southern Congressmen who were largely responsible for the adoption of the prohibition amendment that they have thrown Jeffersonian State rights into the discard, and hereafter must not expect Northern Democrats to stand between them and legislation to enforce the Constitutional amendments growing out of the War between the States.

The States have jurisdiction over elections within their respective boundaries, and by legal enactment the Southern States have preserved themselves from the fear of the colored voters, enfranchised by the Fourteenth and Fifteenth Constitutional amendments. This reservation of State rights the *World*, the leading Democratic newspaper of the country, says has been abandoned by the South by its advocacy of a Constitutional prohibition amendment.

The Fourteenth Constitutional amendment provides that any State suppressing the colored vote must submit to a reduced representation in Congress and in the Electoral College, both being based on the voting population. It is contended that States in the South suppress the Negro vote, but continue to enjoy representation in Congress and in the Electoral College on the basis of the entire population, black and white.

It would be most unfortunate when sectional differences have long since been wiped out, if they should be revived, as the *World* believes they will be, as the result of the action of the South toward the prohibition amendment. The "force bill" issue would not be new in our politics. It would revive sectional animosities now happily forgotten.

But this is not the only issue in politics that may be revived. The adoption of the prohibition amendment, it is said, will lead to a speedy demand for a further Constitutional amendment to prohibit the sale and manufacture of tobacco, especially of cigarettes. Such an amendment would meet with bitter opposition on the part of many believers in temperance and might consolidate the anti-prohibition forces into a formidable so-called "Personal Liberty" party.

The part that woman suffrage and the returned soldiers and sailors might play under such conditions also offers interesting conjectures.

Winners of the War

WITH the close of the war, we are learning some of its well-kept secrets. Some may have been surprised by the remark made by Marshal Foch shortly before the armistice, namely, "If you don't keep up your petroleum system, you shall lose the war." The significance of this utterance was disclosed by Captain Arthur Snagge, of the British Navy, at the banquet recently given in New York to Chairman Alfred C. Bedford, of the Petroleum War Service Committee of the United States Fuel Administration, when Mr. Bedford was made a Chevalier of the Legion of Honor.

Captain Snagge, who is the Naval Attaché of the British Embassy, said that next to the food question, the problem of supplying petroleum to Europe during the war was one of the greatest anxieties of the Allies; that without petroleum, 48 per cent. of the British Navy and 100 per cent. of the airplane service would have been paralyzed. He expressed his profound satisfaction that "in America, as in England, an emergency has always produced a man, and on this occasion it has produced Mr. Bedford."

Captain Snagge said that in the patrol around the British Isles, the Allied fleets steamed not less than 7,000,000 miles a month, and that in 1918, 2,620,000 tons of fuel oil and 1,000,000 tons of petroleum products were shipped to the Allies from the Eastern seaboard of the United States, and this was made possible because Mr. Bedford had mobilized our petroleum industry. Captain Snagge said of Mr. Bedford that "His name will for all time remain on the honor list of civilians who have taken a leading and direct part in the achievement of victory."

General-Director M. L. Requa of the Oil Division of the United States Fuel Administration, and the Fuel Administrator, Dr. Garfield, joined in paying tribute to Mr. Bedford's patience and skill in handling the serious problems which had been entrusted to the War Service Committee of which he was chairman. Mr. R. L. Welch,

Sound at Heart

By DR. NICHOLAS MURRAY BUTLER

IN this country we are blessed, or otherwise, with a few parlor, editorial and academic Bolsheviks, who without in the least comprehending the significance of what they are saying or writing, and with the safety of their own skins, and incomes guaranteed by other people, profess sympathy with the teachings and aims of these mad and murderous autocrats. But the heart of the American people is sound and the head of the American people is clear. They understand the difference between orderly reform and violent revolution, between a democratic republic that marches to the music of progress and a system of class control which rests upon envy, hatred and malice.

one of the speakers at the banquet, referred to the great gathering at Kansas City, just before our entrance into the war, of independent refiners and independent producers and every faction in the oil industry. Mr. Welch said that Mr. Bedford's speech on that occasion "marked an epoch in the history of the oil business," outlining, as it did, the policy of the oil producers during the war as one of harmonious cooperation, with only such an advance in prices as might be necessary to increase the production of crude oil.

As the result of Mr. Bedford's suggestion, Mr. Welch said that every barrel of oil east of the Rocky Mountains was removed from the field of competition in order to stabilize prices, and the representatives of the oil industry in all parts of the United States had now determined upon a national organization looking for lawful and proper cooperation and representing every branch of the petroleum industry.

Linked with the history of the winning of the great war must forever be the story of the part our petroleum industry played in assuring the victory. The Government did not find it necessary to take it over, for those who were in charge of it performed their duty in the spirit of the highest patriotism.

In accepting the distinguished honor conferred upon him by the French Government, Mr. Bedford paid a warm tribute to his associates, including Dr. Garfield, Mr. Requa, Mr. Lufkin, Mr. Davison, Mr. Teagle, Mr. Doherty, Mr. Welch and others. With characteristic modesty, he added, "If justice were done to all these, my name would stand much farther down on the column than the proceedings might indicate."

Get Into the Game

LIFE is like a game of cards. [Some must win. Some must lose. It all depends upon the player and on the gambling chances that may favor or disappoint him.

All have the same gambling chance, so the player's ability really determines whether he shall be a loser or a winner. Assiduity, persistence, practice and patience all help to make him a winner, and the lack of these a loser.

Those who win make their gains at the expense of those who lose. There must always be winners and losers, the winners rejoicing and the losers disappointed, complaining and jealous of the winners.

How much like the experience of every-day life! Some succeed because of their diligence, earnestness and ceaseless ambition, others lose because of the lack of these winning qualities.

Some live in well-deserved ease and comfort on the proceeds of their success, others in discomfort, proclaiming that they suffer from injustice.

Everybody must play the game of life, and, like the game of cards, in the end every gamester must be a loser. Only the Grim Reaper is sure to be the winner in the end.

The Plain Truth

ATENTION! When the twenty thousand soldiers of the 27th Division marched through the streets of New York in the midst of an admiring throng of three million friendly spectators, every man in the ranks was strictly "at attention." He dare not shift his eyes to the

right or to the left to recognize greetings from friends, neighbors, sweethearts and wives, all eager for a look of recognition. When the American soldiers landed at foreign ports, they did not march at attention, but at "route step," and were not debarred from exchanging the greetings they received from thousands welcoming the American soldier in the crisis of the war. Why should not our soldiers on their return be given an opportunity not only to feel that they are so heartily acclaimed, but also to recognize their friends and relatives by a beaming smile or the light of gladness in their eyes?

RETAILER! No one suffered more during the war than retailers. The Government fixed prices to which they were compelled to adhere regardless of profit or loss. High wages and increased cost of distribution cut into their profits. Many retailers simply had to go out of business. Yet Hugh Frayne, general organizer of the American Federation of Labor, accuses retailers of "gouging the public under the hypocritical pretence of accelerated costs." Mr. Frayne intends to lay the facts before President Wilson when he returns, and to demand that "labor should get the benefit of some of the profits now being extorted by the retailers from the consumer." Mr. Frayne forgets that the high cost of living will continue as long as the farmer gets high prices for his products, and that these prices will remain high as long as Europe continues to make abnormal demands upon American meats and cereals. The retailers may well say to the labor leader that their profits have not increased anything like the advance in wages.

DISCRIMINATING! The assault upon civil service is particularly to be feared when made in behalf of the nation's war veterans. This is the danger that lies in the proposal to amend the New York State Constitution by granting preference in the civil service to veterans of the Spanish and World wars. The Civil Service Reform Association points out the fundamental objections to the proposal. It destroys the basic principle of the merit system—that public office is a public trust, awarded according to proved capacity. It is undemocratic in favoring a class of citizens, and unfair in excluding women from civil service positions. It impairs efficiency by breaking down the competitive test of fitness and thus increases the cost of administration. It discriminates against the men who worked in hazardous war industries, and who were told they were serving their country as faithfully as those who went to the front. It discriminates, too, against the rising generation, those too young to engage in the war. It discriminates also among the veterans themselves, placing Spanish War veterans ahead of veterans of the European War. Indeed the only demand for the amendment comes from the organization of Spanish War veterans, which is not large. Military service may be recognized in many ways, but to reward it by preferment in civil service tends to destroy the very principles upon which the civil service reform idea rests.

DEBTS! One of the most dangerous features of popular unrest is attacks upon the judiciary. The courts are the bulwark of the people's rights, yet they are attacked as flippantly as one political party attacks another. In the Mooney case, to which we have frequently referred, Mooney was condemned after a fair trial by an American jury and the exercise of every right of appeal and review. Yet certain radical leaders of labor, supported by the Bolsheviks of Russia, demand his release and threaten a nation-wide strike unless their demands are met. Eugene Debs has more recently been sentenced to ten years' imprisonment by a Federal court for violation of the espionage law. At a packed meeting in Cleveland, addressed by a socialist editor, the audience stood with upraised hand and swore that "either 'Gen. Debs would get out of jail or we would all get in." It is a mistake to suppose that the Government or the courts will be intimidated by such threats. Likewise it is a mistake to suppose that such inflammatory action represents public opinion. The great body of working people would say that if Debs has been found guilty of sedition by the courts he should take his medicine. The action of the Cleveland audience does not represent the rank and file any more than does the crowd that gathers about a soap box to listen to the mouthings of some idler who is against the whole existing order, social, political, economic and religious. Yet there is a certain amount of danger in such outbreaks, if they are allowed to continue unrebutted and unchecked. One of our readers suggests that the press has made the mistake of giving a lot of free advertising to Bolshevism and radical Socialism. Everybody knows now what they stand for.

Pictorial Digest of the World's News

NOTE:—The Pictorial Digest of the World's News, which begins on this page and is continued on the two following, will be a regular feature of LESLIE'S, occupying several pages in each issue.



Czechoslovak cavalry on patrol.

CENTRAL and southeastern Europe is a seething maelstrom of warring "weaker nations." Every day the creeping tide of the "Red Peril" of Internationalism edges a pace nearer the frontiers of Democracy. The situation is the most threatening, the most complex, muddle which the statesmen of the world have ever turned to resolve. The Russian Bolsheviks are fighting the Russian Democrats in the north. The Ukrainian tribes are fighting the Bolsheviks in the south, and losing. Allied troops which were sent to the relief of Odessa and advanced from that base to meet the Red armies have been driven back to the shores of the Black Sea again. Poland and Czechoslovakia are struggling to keep their Galician frontiers clear from the Russian Communists—and have lost Lemberg—which brings both nations face to face with impending invasion. Kovno, the key to the East Prussian frontier, is threatened by a force of 75,000 Bolsheviks. Democracy in Hungary has gone down before the Communists and the Hungarians have turned Bolshevik overnight. Both Czechoslovakia and Poland, with famine urging, have a trend in the same direction. Most of the Ukraine, now under Bolshevik control, has adopted the creed of its

masters. Austria is threatening to follow suit unless food arrives. Only a thin barrier, weak as paper, stands between the outside world and Russia. How long can Rumania, Yugoslavia, the Czechoslovaks, and the Poles beat back the rush? These tottering nations are the only fence between civilized Europe and anarchy today.

If they fail the Allied Nations will be the victims of the grimmest practical joke in the world's history, for Germany will then be the sole remaining bulwark against Bolshevism and, to stem the Red tide, France, England, Italy, and America may be forced to contract an alliance with their enemy and accept the Hun as a comrade in arms. The German Democratic Government has not been slow to grasp the ironic force of the situation and to turn it to advantage. Already the heads of government, in conference at Weimar, are threatening that if the peace terms offered are too hard they will lead the country into the arms of Lenine, the arch-Bolshevist, and, united with Russia, turn to fight the world once more. They say flatly that the German people will not consent to the annexation of Danzig and Posen, with portions of East Prussia, to the new Polish Republic. Poland, on the other hand, is firm in her demands for this territory, pointing out that her German frontier must be strengthened if she is to remain secure from aggression. The Polish-German deadlock is a thorn in the side of the Paris Peace Delegates, more especially with Germany shaking the club of Bolshevism over the head of Democracy.

For the moment the situation, although extremely dangerous, is not considered hopeless. The Czechoslovaks have somewhat offset their reverses in Galicia by seizing the Hungarian town of Raab, on the Danube, which is important because of its munition industries which the Czechs can utilize to good purpose. They have been joined by an Italian contingent. Italians have also occupied Pressburg, which lies midway between Raab and Vienna. A wedge has thus been forced between the Hungarian Bolsheviks and the Austrian Democrats which may serve to keep the red flag out of Austria.

It is generally conceded that Bolshevism, so far as it has progressed, cannot be stamped out but must be left to fall of its own weight. In the meantime it has become imperative that it be held forcibly in quarantine on its present frontiers in order to keep the rest of the world free from contagion. To that end the Allies are rushing reinforcements to the beleaguered Balkans and Czechoslovakia. The famous French General Mangin, who drove the Huns from Soissons last summer, has been recalled from the Armies of Occupation on the Rhine, and it is thought will be the man to proceed to the Balkans to pit his forces against the hordes of Lenine, in case military operations are begun. Swift Allied intervention in the Balkans and Hungary, if backed up by food and supplies to Germany and the small nations struggling for existence, will prove, it is considered, sufficient answer to the challenge flung in the teeth of the world by Lenine, whose greatest ally is industrial unrest founded upon want and famine.

There is more in Germany's threat to go over to the Bolsheviks than appears on the surface. Far-seeing European statesmen believe that Germany would embrace the communistic policy only temporarily and to further her own ambitious purposes with respect to the penetration and exploitation of Russia. In a recent address Premier Paderewski, of Poland, shed new light on Germany's machinations.

"The same men," he said, "who organized the present war, count on reorganizing Russia in their own interests. What stands in Germany's way is not France or England. Germany is at the gates of disorganized Russia. Once let her combine with the Bolsheviks and reorganize Russia, as she will have the leisure to do in peace time, and she will dominate the world. A strong Poland alone can block this plan."

"Danzig we must have, because without it our commerce would always be at the mercy of Germany. With Danzig we must have the River Vistula, which is navigable almost to Cracow and is an artery of trade which with its tributaries gives life to the body of the Polish nation. From Danzig to Posen the country is a garden and furnishes two-thirds of its potato staple to Germany."

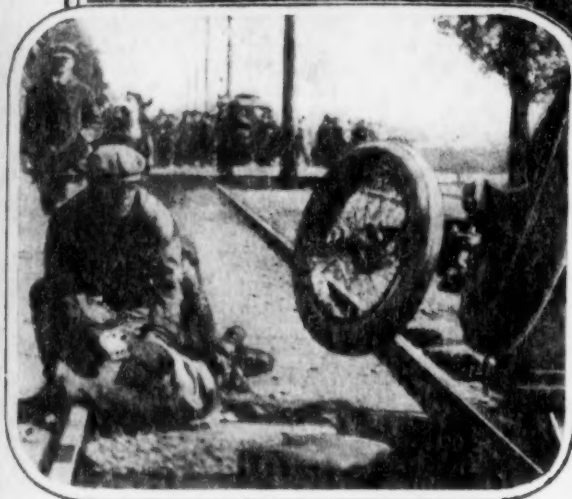


General Mangin, who may fight Lenine's troops in Eastern Europe.



Lenine, head of the Russian Bolshevik Government at Moscow.

Pictorial Digest of the World's News



Racing automobile driver Walter Melcher died from injuries received on March 15 in the 250-mile road race over the Santa Monica, California, course. Melcher's car left the course and turned completely over three times before coming to a stop.

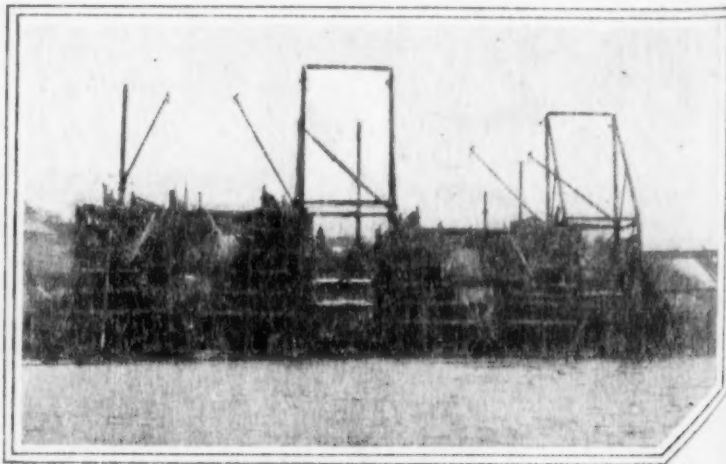
The ruined village of Esnes on the Verdun battlefield, for which Germany must pay damages. View taken from an American airplane. The original intention of many Allied nations was to exact payment from Germany not only for indemnification of lost life and ruined property but also for the vast economic havoc of war. It is now announced from Paris that only indemnification of life and material damage can be forced from the bankrupt Hun. On this basis France will receive approximately \$15,000,000,000; Belgium \$7,500,000,000; Great Britain \$5,000,000,000; Italy \$7,000,000,000; America \$750,000,000.



The statue of Bismarck which adorns the entrance to the German Reichstag is doomed. The new Teuton Republic has decided to tear down all effigies which recall the old regime. The deposed statues will be melted and given to industrial enterprises.



Portugal is again in the throes of revolution, as this picture of Portuguese sailors receiving arms with which to fight their royalist countrymen shows. Political and industrial unrest has the entire Spanish peninsula in its grip. By a recent royal proclamation all Spain has been placed under martial law.



Wooden ships in course of construction at Kingston, N. Y. The builders face the loss of their \$100,000,000 investment in shipyards, owing to contract cancellations which resulted from the United States Shipping Board's decision to stop the building of wooden ships for peace purposes.

Pictorial Digest of the World's News



GERALD WARD

This is Private Sam Doughboy. Something over two million of him went to Europe to fight the Hun. 70,491 Sam Doughboys will not return. They have laid down their lives on the altar of world freedom. But a price will be exacted from their slayer. President Wilson has told the Peace Conference that America will claim from Germany \$25,000 for the life of each one of her gallant sons killed by a Hun.



FRANK J. MURPHY

Senator Charles Belknap Henderson of Nevada is the first member of the National Upper House to pilot an airplane over Washington. On March 25 he maneuvered an army plane above the Capitol in a flight that lasted over an hour. A few more years may see our legislators speeding along the airplanes from Congress to home and home to Congress in the twinkling of an eye, voting on political issues in the morning and banqueting with their constituents in Maine or Iowa the same evening. The airplane has political as well as commercial possibilities.

REUTERS

Herr Noske, Minister of Defense of the German Republic, is reorganizing the demoralized Hun forces in accordance with the limitations imposed by the Allies. He is at the head of an army of 250,000, ostensibly. It is suspected that Noske has secretly arranged a volunteer force on the Polish frontier which when need arises will leap to arms to save West Prussia, with Danzig and Posen, from annexation to Poland.

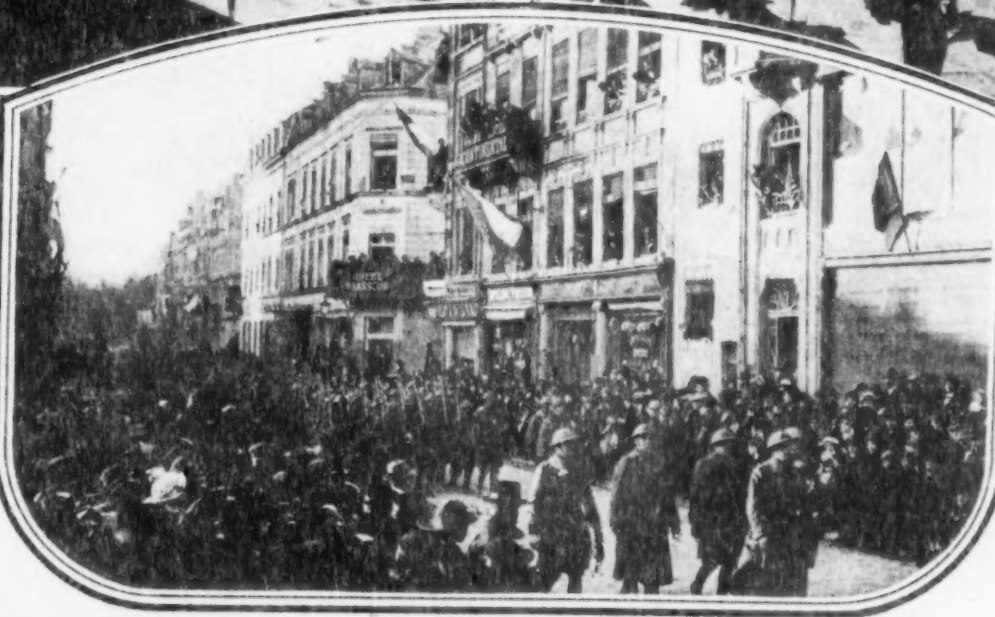


HURRY

Spring floods have visited the valley of the Wabash. The picture shows a street in Logansport, Indiana, under three feet of water. While the winter has developed no phenomenal snowfalls, recent localized rainstorms have swollen the streams and rivers in many sections of the Middle West, and large tracts of country have been flooded for short periods. No disastrous risings of the Ohio or Mississippi systems are feared, absence of deep snow on the eastern and western watersheds obviating danger from rapid thaws.



Teaching American children of Japanese parents allegiance to the flag in the public schools of Berkeley, California. No native-born Japanese can become an American citizen or own landed property in the United States, but American-born children of Japanese immigrants are American citizens. The Japanese delegates to the Peace Conference are fighting to include in the League of Nations Covenant an equal rights clause for Japanese living abroad. If they win their case native-born Japanese in this country can become naturalized.



INTERNATIONAL NEWS SERVICE

American troops entering Luxemburg, capital of the Grand-Duchy of Luxembourg, a neutral buffer state between France and Germany, whose fate is being decided in the Peace Conference. April 1 the Grand-Duchy, hitherto occupied by French troops, was turned over to the American Army of Occupation.

The Press and the Peace Conference

By LUCIAN SWIFT KIRTLAND, LESLIE'S Staff Correspondent

Photographs by the Author



M. Dolleaux, formerly of the *Maison de la Presse* and now member of the Tardieu Mission and an active promoter of the *Cercle Français de la Presse Etrangère*, known to every American correspondent as a personal friend and indefatigable worker in cutting red tape in securing privileges and information. In peace times he is a professor of economics at the Sorbonne. He was largely responsible for the organization, a year ago, of the Franco-American dinners which are held every Saturday night at the Volney Club, and he has been one of the promoters of the luxurious club for foreign correspondents at the Dufayel mansion.

"OPEN covenants, openly arrived at." Well, as a new-born babe in the modern world of phrases it seemed that it might have promise of doubling up its fists and emitting a healthy cry. But at the risk of seeming ribald—probably even vulgar—it must be stated that the diet upon which infant ideas are fed just now is a strange mixture of condensed milk, army "slum," and ambrosia. Under the survival of the fittest, another babe, of tougher fiber, cradled goodness knows where, with the hands of Esau, appears to have stolen the birthright. Its name is: "Open rumors, hourly arrived at." Is this an attempt to talk of great affairs in paltry metaphor and symbolism? *Pas encore!* (Which means either "not yet" or "never again," depending upon the context.)

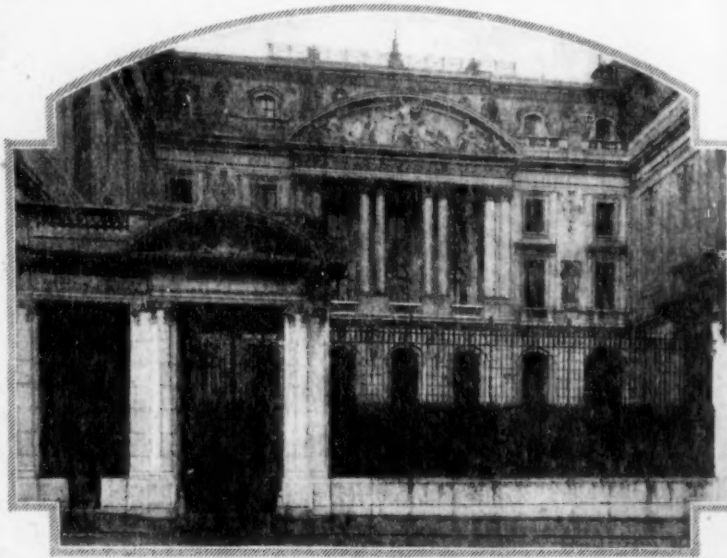
It is the custom to begin every statement in conference circles with either the assertion, "The fact is," or "Absolutely—" Well, the fact is that if there is a single soul of the several odd thousand tenuously or intimately con-

nected with the Peace Conference who is not suffering from shell shock of some variety, at least that singular person has remained obscure to the press. In the reaction after four years of the endeavor to do better than the best, of heroism, of sacrifice, of horror, of sublimity, of depravity unleashed, of a thousand paradoxes, in the mere A B C that humanity remains humanity, every vibrant nerve, individual and national, is on edge.

About fifty correspondents journeyed across the sea, specially detailed to report the Conference; and they arrived in time to witness that memorable greeting of the President. Fully an equal number of correspondents were already semi-attached residents of Paris. Perhaps it is betraying the cause, perhaps it is turning state's evidence, perhaps it is disloyalty to the Fourth Estate, but the confession is that this group of one hundred soon finds, without necessity of calling in a psycho-analysis expert, that its own nerves are "getting on the jump."

The French press probably has the best natural excuse for a state of nerves. Temperamentally the French journalist reflects the atmosphere of the innumerable forums of the *cafés*. That is, he recognizes that the spice of animated conversation can not be maintained by striking a single key, particularly the key of eulogy. He yearns for argument, for clever thrusts, at times to make words a plaything, at times a cannonade. When the President came, the ovation extended by the

French populace was not an enthusiasm to go counter to. Eulogy was demanded. It was a censorship without need of the machinery of a censorship—for a few days. Then came the reaction. The French press cracked slightly under the strain. Its position was, "We have cheered once for idealism; we have cheered



Evidently the press correspondents during the war were considered much harder specimens than during peace days. From August, 1914, to November, 1918, the members of the press "found" their own typewriters, their own stationery, their own hang-outs, and everything else connected with their personal lives and industry. This seemed quite natural and normal. But suddenly came the armistice and equally suddenly the press of the Allied and neutral nations suddenly became creatures to cater to. The American "G. 2. D. Visitors' Bureau," which is the official name for the bureau of passes and permits, moved to much more luxurious quarters: the Committee on Public Information hired a luxurious suite of rooms on the Champs Elysees, with desks and typewriters and stationery and telephones and messengers, everything open and free day and night; and the American Mission to Negotiate Peace furnished a room with equipment and personnel. There was even a step (short lived, however) to empty one of the hotels of its guests to make room for the visiting press! But the most elaborate and luxurious contribution has been by the French. The Dufayel mansion has been made into a press club which exists without initiation fees or dues during the life of the Conference. The mansion was built by M. Dufayel, the proprietor of a huge "installment plan" store. It is said that the house was built to secure entrance into the highest Parisian society by a sudden coup. At least it is a matter of record that the mansion was built in utter lavishness of expense. It is enormously huge and crashingly ornate, with marble statuary, marble halls, great glittering chandeliers. When this extraordinary palace was completed, M. Dufayel sent out invitations to a great reception—but no one came. Those enormous caverns, expensive, gorgeous and ornate, must have been ghostly places for that lone old man! And now, the rooms are crowded. During the past month, almost all the crowned heads and delegates from the four corners of the world have banqueted under its roof.

two times for idealism; we have cheered three times for idealism. The first cheer was our own idea, the second was hospitality, but the third was a bore." In the next era the heavy hand of the censor was again felt. What a complication it has been! The French censor endeavored to decide, evidently, to what extent the American President and American policies should remain inviolate to humorous railleury, pungent criticism, and diatribes.

In the meantime Americans, with the aid of dictionary and grammar, were slowly translating day by day the French comments on the Peace Conference and American policies. The truth is that while the French may have erred in being just a little bit too clever with the pen—a sort of chuckle for wickedness' sake—we were inclined to be somewhat too serious. We scolded. We said many things, some of them peevish, some of them too true. Some of them would have been better said long ago when they first rankled. Everybody, in the extreme sensitiveness of the moment, was hurt all around. Frenchmen who had been mingling with Americans constantly for the past year were amazed. "But," they said, "don't you know that the French censorship is much more rigorous in prohibiting attacks on your President and his policies even than it is in suppressing attacks and criticism against our own government." "But," said the Americans in return, "don't you see that a censorship which prohibits is but a step from a censorship which instigates news. Can't you see that what we have grown serious over is the fact that the Conference is being held in one of the Allied capitals and not in neutral territory, and if the press of that capital becomes another arm of the government that the resulting influence is unfair to the Conference?"

Then came the rumor of all rumors—so far—that the American delegation had threatened, in face of what is believed to be "instigated" news in the French press, to withdraw from Paris. This rumor had twenty-four hours of very lusty life. Physiologically, probably, nerves and

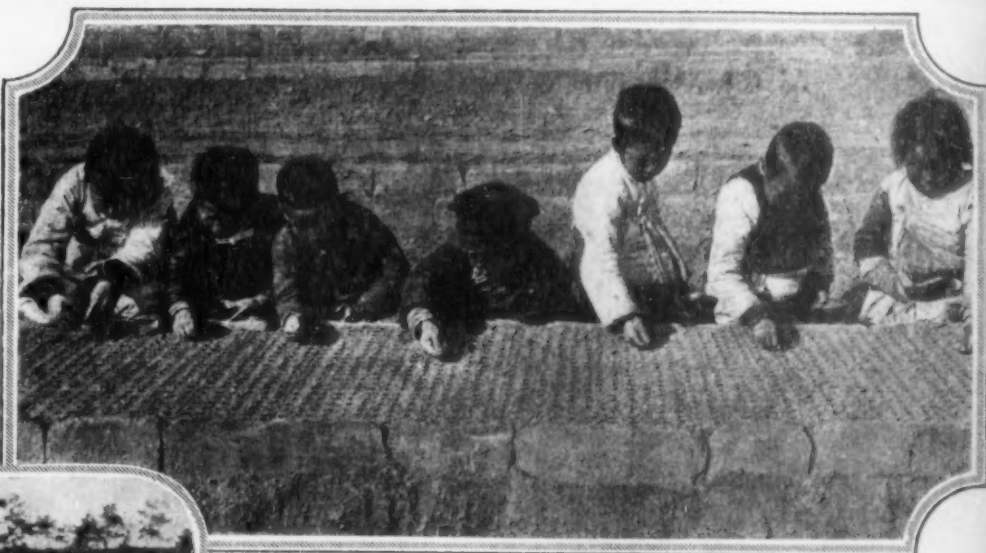
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A group of American and French correspondents and Allied officers invited by General Mangin to witness the ceremonies in connection with the opening of the St. Coar bridgehead on the Rhine. In the group are Herbert Adams Gibbons, Will Irwin, M. Koszul, Comte Guy de Fourtales, Gregory Mason, Lieutenant Andre Jay and Robert McBrice.

Now Korea Pleads for Independence

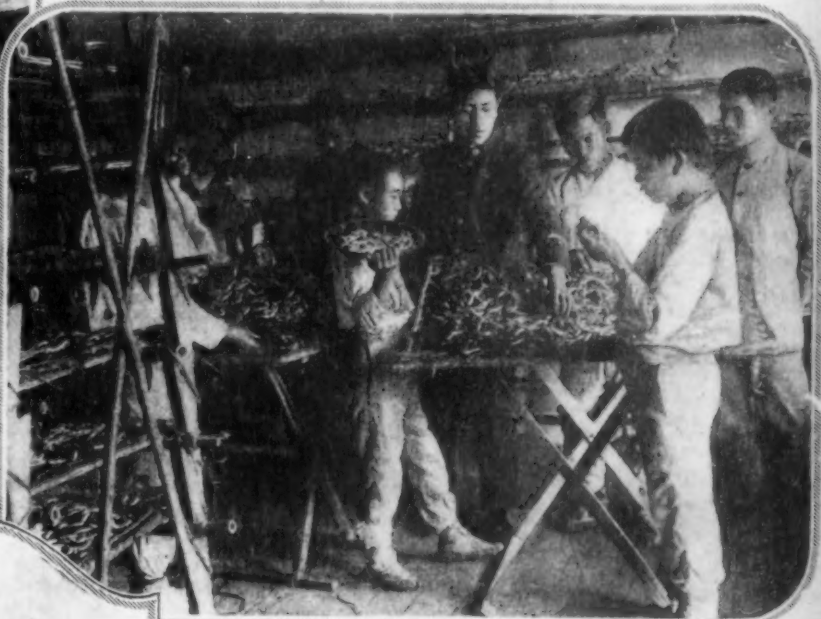
*Intimate Life of the Koreans Who Would
Throw Off Japanese Control*



Sowing ginseng seeds, a work in which children, when properly trained, excel their parents. The cultivation of ginseng is one of the chief agricultural pursuits, and under the Japanese has been rapidly developed.



Disinfecting a ginseng garden with spray and pump. The ginseng is used widely in a number of Asiatic countries for medical purposes. Its cultivation is a government monopoly and one of the chief exports.



Here the students of the government agricultural school are being given practical training in the delicate work of handling silkworms, which requires the lightest possible touch.



Before the Japanese entry into Korea, that country's roads were mere cowpaths. Up to 1914 over 7,500,000 yen had been spent under Japanese supervision in developing highways. Inland transit of goods is almost entirely on the backs of bulls.



Threshing rice in Korea. Rice is the most important product of Korea, or Chosen as the country's official name is written, and thousands of acres are given up to the cultivation of this and other grains by about three-quarters of the population. Though Japanese development of the country has been marvelous, the fact remains that the Korean looks upon his lot as anything but satisfactory.

Planning for the Tourists of 2000 A.D.

By LUCIAN S. KIRTLAND, LESLIE'S Paris Correspondent



African troops of the French army were among the first tourist sightseers at Rheims after the armistice.



On these fields, plowed by high explosives, the sun, rain and frost will eventually produce a tillable surface.

THE sun, the rain and the frosts, a good many thousand prisoners of war, a few "labor" divisions, a scattering of Tommies, doughboys and poilus who are "doing time" for military offenses, and the remnant of the civilian population remaining in the devastated regions of France and Belgium are beginning (an almost imperceptible beginning) to smooth out the war's destruction and to bring the country back to some semblance of its appearance before August, 1914. For a start, the roads are being rebuilt and determination is being arrived at as to just what junk is worth salvaging.

However, the prospective tourist—and it is reported that the Atlantic steamship lines are sold out for two years beginning with the date when the passport bars are dropped—who is hoping to see for himself just what this reported hellishness of war really was, need not fear that he will be thwarted for a generation to come from seeing all that his eyes can digest. Eventually it must go—this ghastly visualization. Scrub forests will cover the fields which have been plowed by high explosives to the destruction of their tillability. Eventually the bricks and mortar and stone of the towns will either have gone into new foundations or will have been crushed into macadam.

But not all will disappear. There will be memorials of destruction preserved by the governments for our



Interior of Arras Cathedral, whose ruins will be preserved as they lie as a permanent memorial.

great grandchildren's children. The first steps have been taken. It has been officially announced that the cathedral at Arras, and certain other portions of Arras, will be preserved "intact" (!)—and it has been semi-officially announced that Ypres will become a permanent memorial just as it stands. Verdun is the best "show" of the French war endeavor, and it is inevitable that that once proud town will preserve the ruins of which today it is no less proud. Rheims will, of course, be another "sight," but while it is believed that no material will go into the reconstruction which is not saved from the heaps of rubble now being raked over by antiquarian experts who are numbering each splintered fragment, there will be reconstruction work which will at least revault the roof of the cathedral, reglaze the windows and fill the chinks.

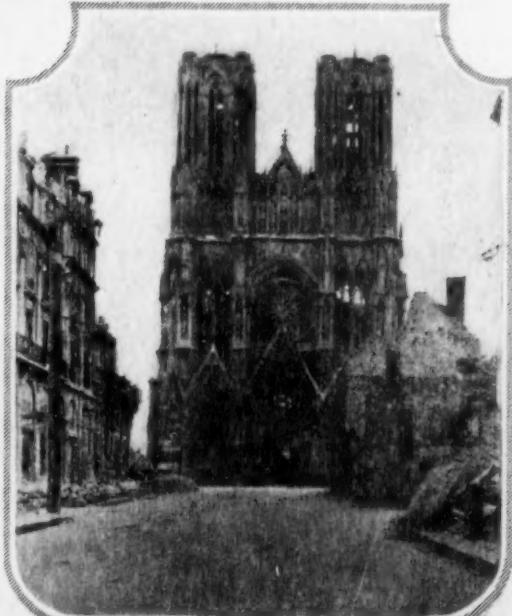
These pictures then—all of which were absolutely forbidden to the private camera before the armistice—are the snapshots which will be taken by tourist lenses for years to come. These are the pictures showing the "Hand of the Hun at War" which in 2000 A.D. will be brought back to America by the school-teacher, the sweet girl graduate, the tired business man and all the other American tourists. They will become as familiar as the face of the Sphinx, Westminster Abbey or Shakespeare's birthplace at Avon.



The famous "Cloth Tower" of Ypres, built in the 13th century, which becomes a monument to the British.



The ruins of the Ypres Cathedral to be preserved by Belgium as a memorial to the British effort.



Rheims Cathedral at the time of the armistice, after the final Hun shell was hurled into its beautiful vaulting.

Cities of France Shall Rise Again

A Story of Pioneering and Town-Planning in the War-Wrecked Districts

By M. K. WISEHART, Staff Correspondent in France



Poster used in traveling exhibitions by the American Red Cross bureau of reconstruction to illustrate improved housing conditions.



Illustrating the delight of the French on inspecting the models of their new homes as they will be reconstructed on modern lines.



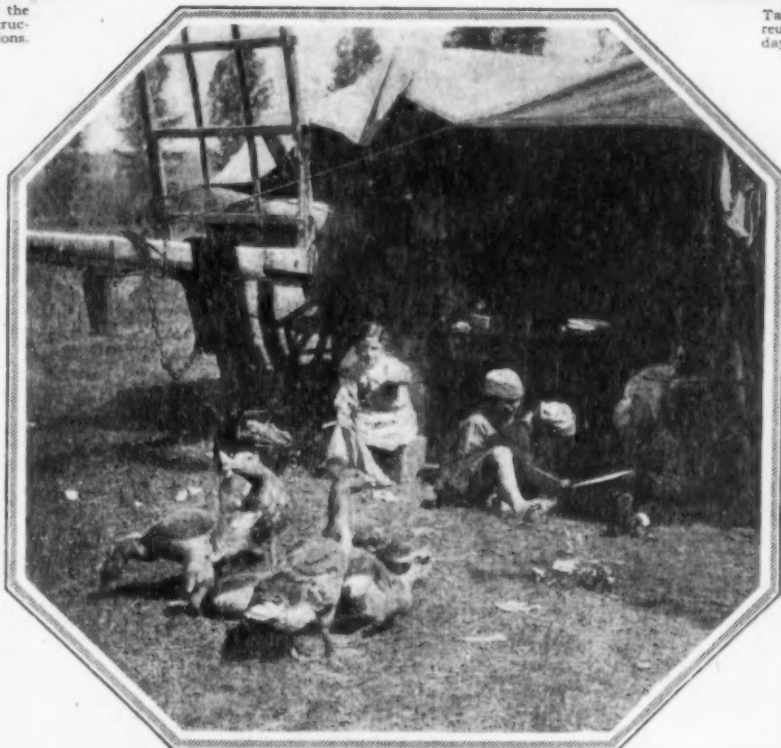
Taking a peep at the model home. The poilu, reunited with his family, looks forward to days of peace. Even the baby seems interested.

THE cities of France shall rise again. From exile the refugees are returning to *mon pays*, to windowless, roofless homes, seeking shelter in one room in the skeleton of a house or in what was once a cellar. In the Somme—from Acheux to Montdidier, from Amiens to Roisel—in the Aisne, the Oise, the Meuse, the home fires are rekindling. Throughout the 6,000 square miles of devastated France one sees here and there refugees digging in the ruins or, now that spring approaches, plowing some bit of unshelled ground.

For these returning refugees the French have a more vivid term than any we use in English. They are the *sinistrés*, those who have suffered. And they are the pioneers of new France.

They are returning by the thousand, without waiting permission from the authorities, for they must "make a harvest for our children." Often they come in canvas-covered wagons, drawn by three horses in single file, but otherwise not unlike the prairie schooner that crossed our plains in pioneering days. The *sinistrés* are the sturdy folk of their time, with the courage to face and conquer barrenness, desolation, poverty.

One sees the *sinistrés* resurrecting from



Back in the home country in temporary quarters.

the ruins perhaps a sewing machine, perhaps a piece of furniture. Ask them what they need, as I did an old man and his grandson at Lens, a *poilu* at Arras, some women at Douai. Invariably the answer is: "Everything."

"What do you want?"

"What we had before the war."

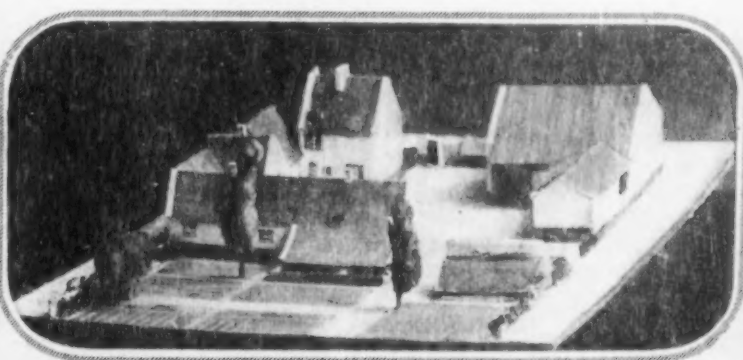
The *sinistrés* are not waiting for help, though help is coming to them. They are working toward such reconstruction as the materials on the spot afford; toward such a harvest as the rended land can give. When help is offered they are pathetically grateful. Too often there is nothing to offer but encouragement, but they are grateful even for a few moments' cheerful conversation.

Not alone through this pioneering of sturdy, loyal, individual initiative will the cities of France be restored. To the individual aid will be given, and, what is still more significant for the quick revival of France, for the beauty and healthfulness of the land, the cities, towns and villages will be rebuilt according to plan. These cities shall rise again with the characteristics of their original charm, but lovelier and healthful than before. The American tourist will one day stop his motor car in a village with which he was familiar before the war, and recognizing, in spite of great

Continued on page 540

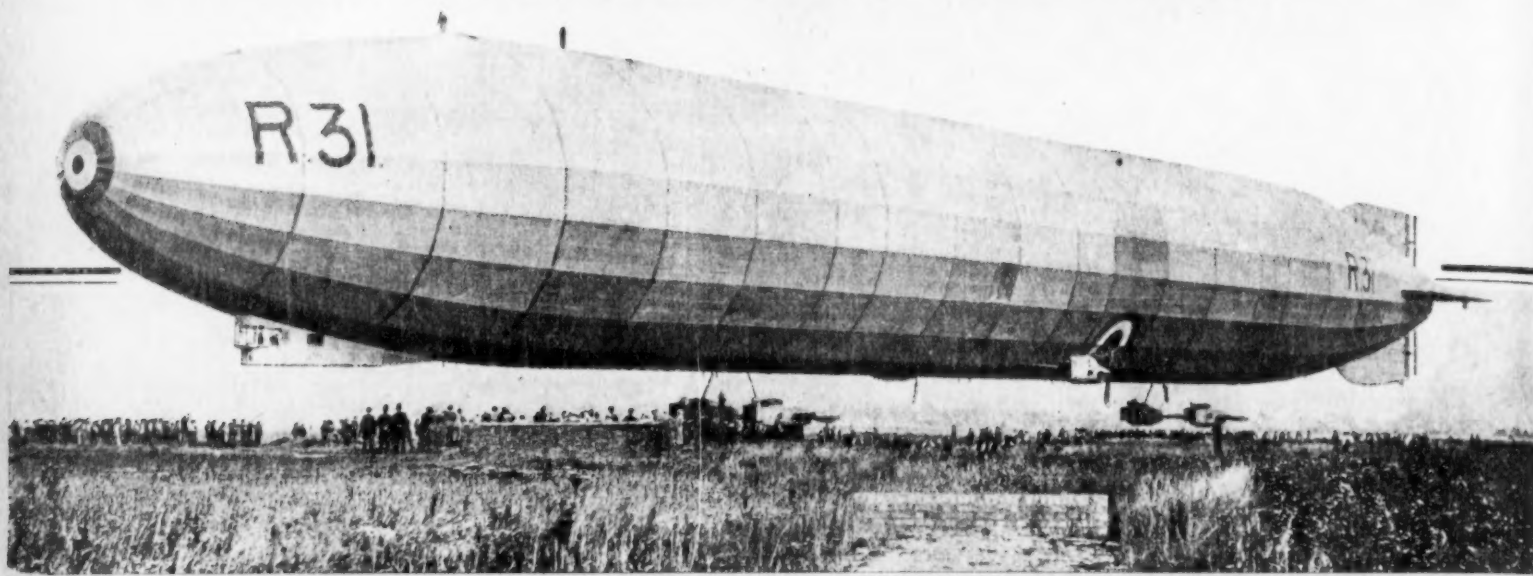


Model of farm buildings. The general lines of the traditional French plan are retained.

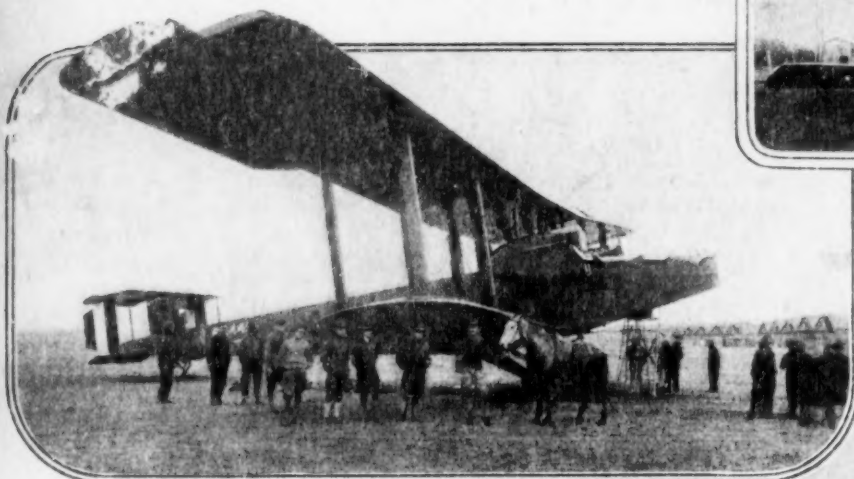


The Frenchman wants his farm buildings close together, and this plan caters to this idea.

The Transatlantic Air Race



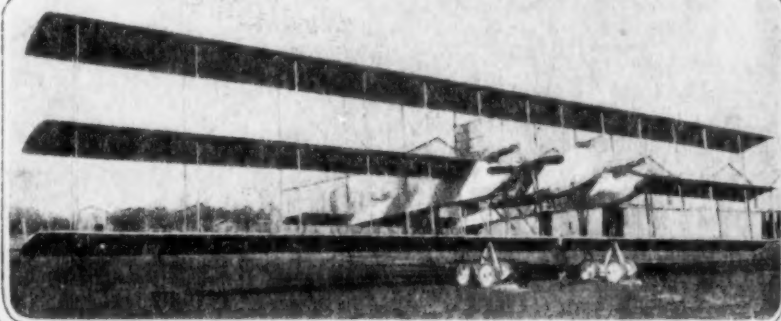
One of the newer types of the British airships. A much larger dirigible, the R. 33, is 670 ft. long, 80 ft. in diameter, and carries four gondolas and is fitted with five 250 h. p. engines. It can carry enough gasoline to fly to America and back without landing, and is said to be able to make the flight practically regardless of weather conditions. On a recent trial trip she kept the air for nineteen hours, and made well over sixty miles per hour. The United States has no airship which can begin to compare in size with these British dirigibles.



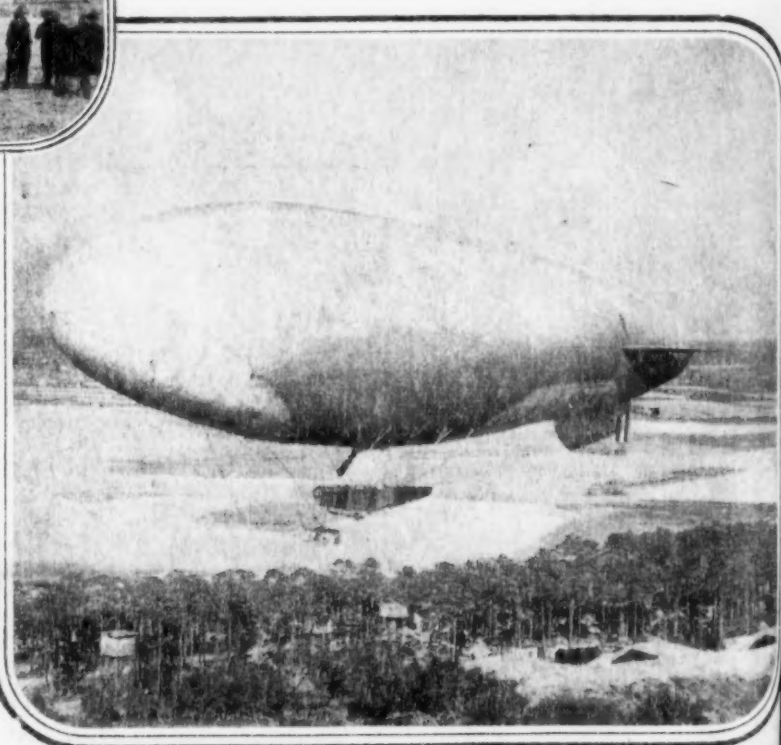
The Handley Page night-bombing machine. The Handley-Page firm is said to have a huge machine ready for transatlantic flight. It is a four-engine super bomber 1,500 h. p. machine with four Rolls-Royce motors.



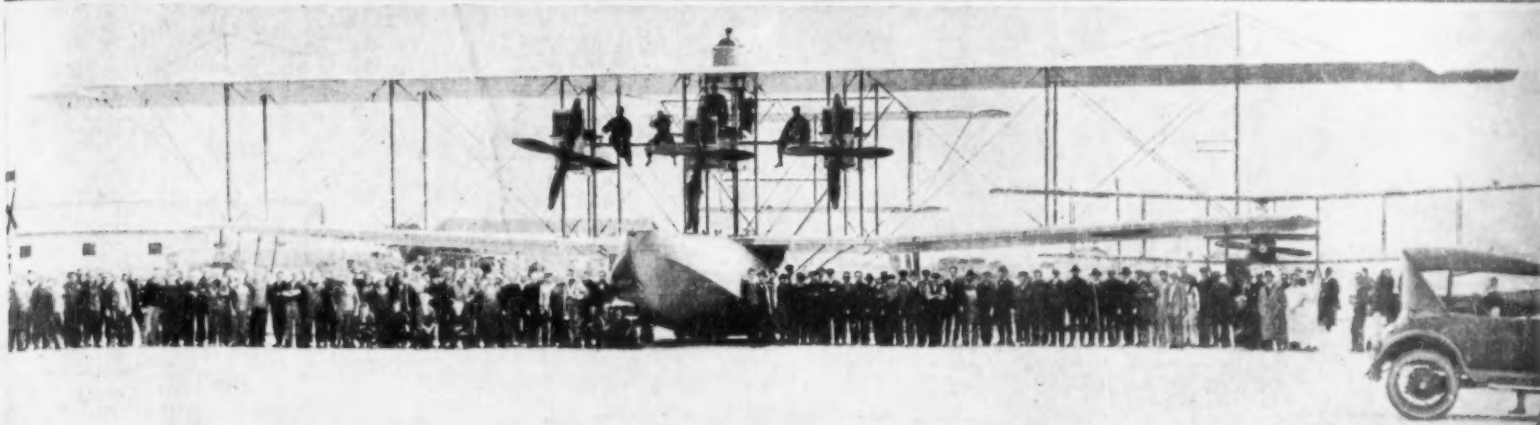
Officers of the Transatlantic Section of the office of the Director of Naval Aviation Operations. These officers are detailed to duty in connection with the preparation of plans for the flight which will be made from Newfoundland. Navy destroyers will be stationed along the route to render assistance if necessary. Seated in the center: Comdr. J. T. Towers, U. S. N., officer in charge.



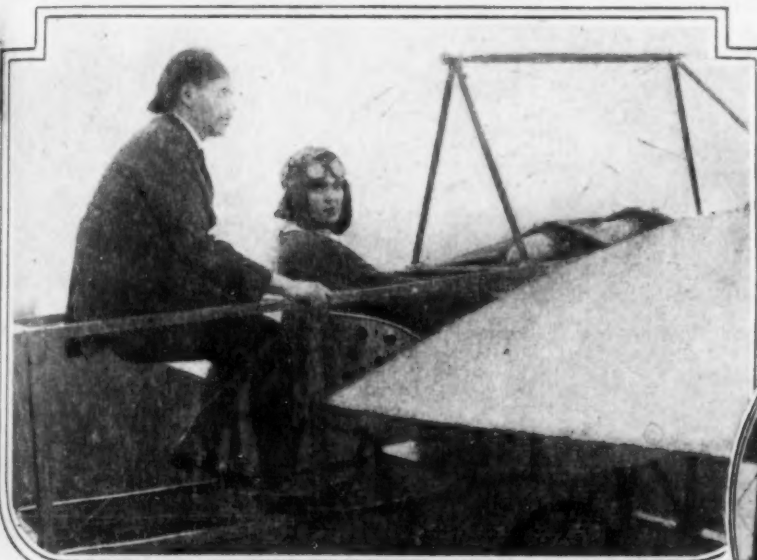
A Caproni triplane similar to this will attempt to cross the Atlantic. Caproni was the first man to experiment with the heavy weight-carrying plane, and the Italian entry will make a strong bid for the \$50,000 prize. An idea of the great size of the above machine is obtained by comparing it with the man standing in front of it.



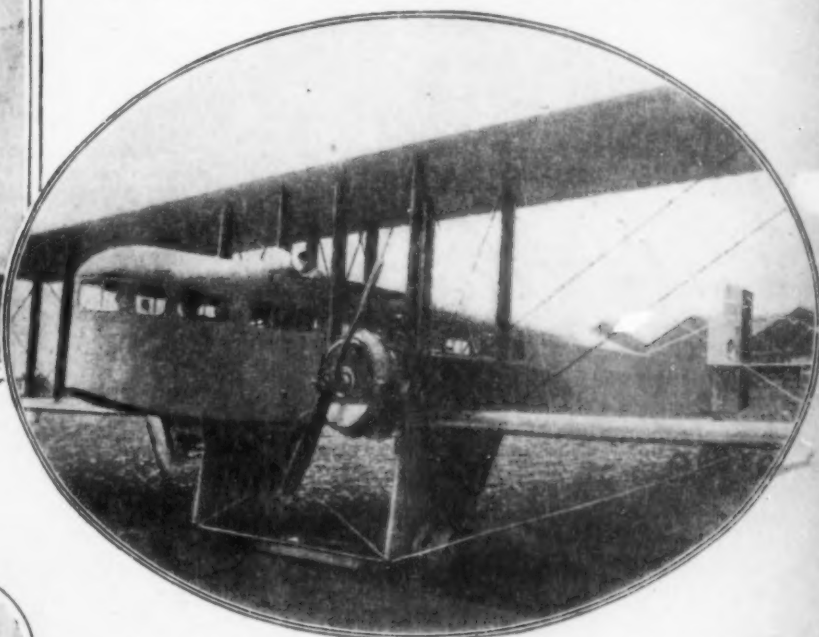
A U. S. Navy dirigible, or "blimp," of this type recently remained aloft for thirty-three hours. This is the largest lighter-than-air type constructed by the U. S. Navy, but it is in no way adapted for transatlantic flight.



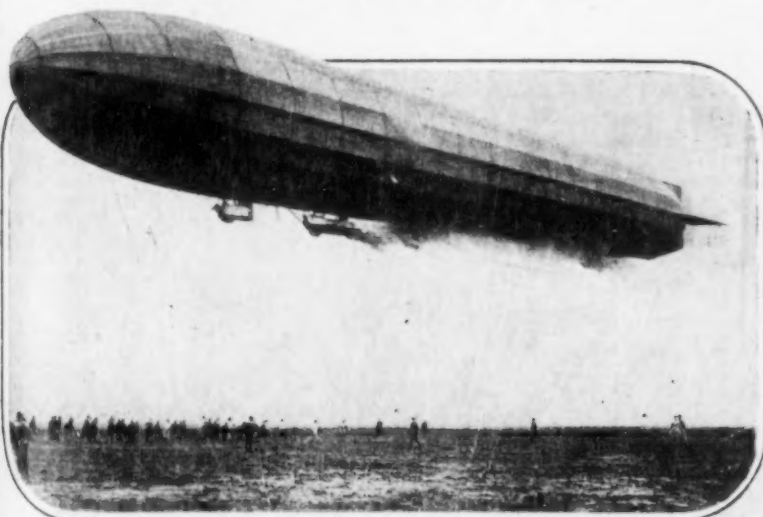
Almost any day we may pick up our daily paper and learn that some daring aviator has crossed the Atlantic by the air route. A London paper has offered \$50,000 to the first man to make the flight within 72 consecutive hours. While not competing for this prize, the U. S. Navy has been completing three machines of the N. C. 1 type (Navy Curtiss) shown above, and from these two or more will be selected for the overseas flight. The N. C. 1. has carried fifty-one passengers on one of its trips. The new flying-boats have a wing span of 50 feet.



Miss Harriet Quimby was the first woman in America to secure a pilot's license, and began flying under the auspices of LESLIE'S, of which she was dramatic critic. She was the first woman in the world to fly unaccompanied across the English Channel. She was killed later in an airplane accident.

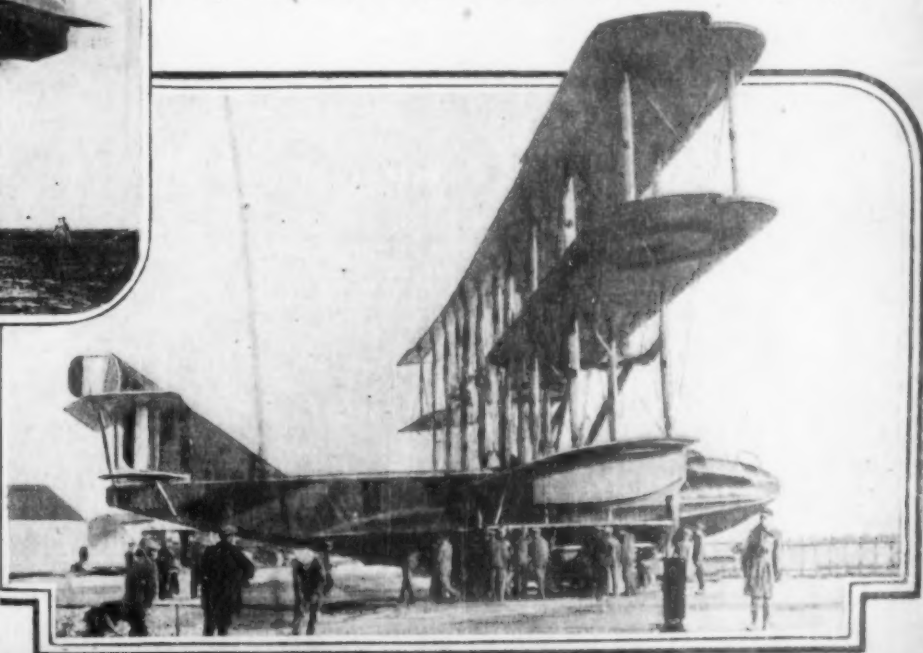


This aerobus flying between London and Paris has been used during the Peace Conference to transport delegates and despatches. It carries twelve passengers.



One of the larger Zeppelins. Although the Zeppelins were a disappointment to the German War Office, a remarkable record was made by one of these ships in the summer of 1918. Starting from Bulgaria, a voyage was made to East Africa and return, a distance of between 6000 and 7000 miles, proving that the trip across the ocean and back is easily possible.

One of the competitors in the transatlantic flight is said to be one of these Porte triplanes, a British machine fitted with five Rolls-Royce engines. The wing span of the model shown herewith is 123 ft. It is a development of the 'America', in which Lieutenant Porte of the British Navy intended to cross the Atlantic in 1914 by way of the Azores, when the war broke out.

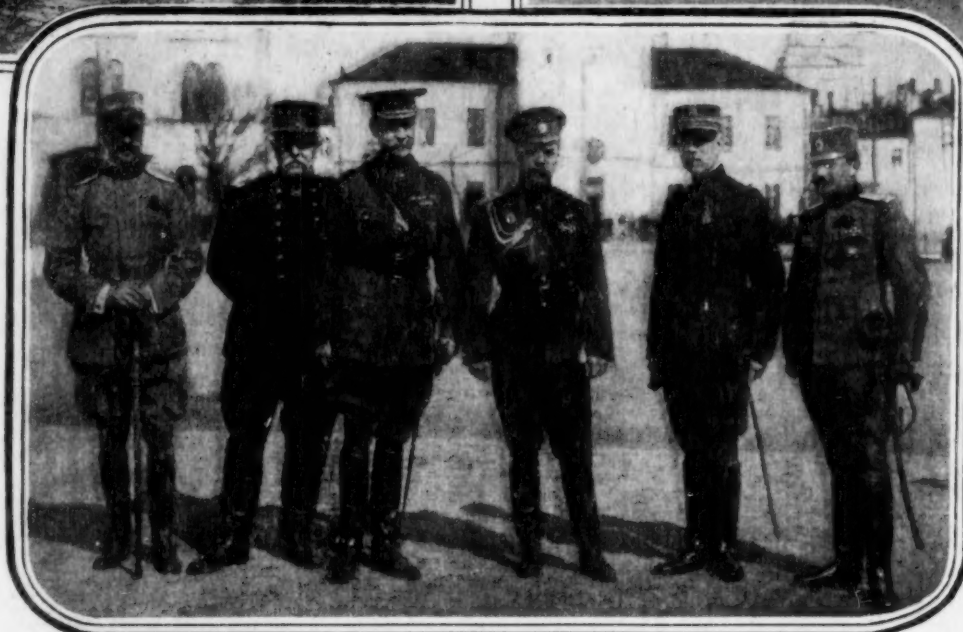
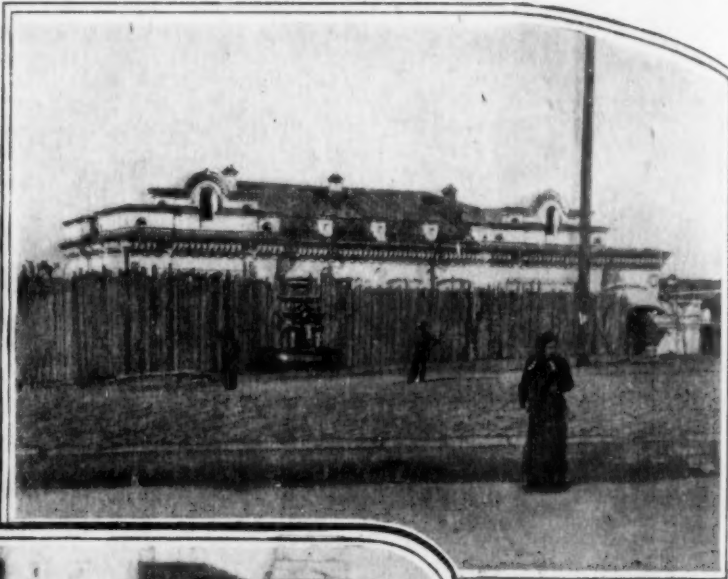


Does the Czar Still Live?

Photographs by DONALD C. THOMPSON, LESLIE'S War Photographer in Russia



In Ekaterinburg in Russia they will tell you that Nicholas Romanoff, once the Czar of all the Russians, was shot against the wall of this room in the house where he had been held a prisoner for many months. Also they will tell you that his wife, the former Czarina, and their four daughters and one son perished here. Many and varied are the tales told throughout the world on the death of the former Russian reigning family. Up to July Ekaterinburg was the Soviet Capital of the North Ural Republic, but, according to many witnesses, trouble started between the People's Commissaries and the Red Guard upon the approach of the Allies, and the soldiers forced the local commissaries to sign the Czar's death sentence.



The former Czar, Nicholas II, and the military attaches of the Allied governments. Much water has passed under the bridge since this photograph was taken while the Russian armies were numerically the strongest in the great war. From left to right; The Italian, Roumanian and British attaches, the Czar, the French and Serbian attaches.

The house in Ekaterinburg in which the Czar and his family are supposed to have been executed. The stockade which was built around the house during its occupation by the Czar has recently been removed. While the Moscow Bolshevik government is charged with the Czar's death, the fact remains that no person throughout Russia has given an eyewitness's account of the killing. The house above belongs to an engineer named M. Ignatieff, and is one of the most pretentious houses in the entire section. Virtually the entire building was given up to the Czar and his family, and the stories told of their life there vary from tales of unending horror to a fairly comfortable, though restricted existence.



The bedroom of the Czar and the Czarina in Ekaterinburg. Whether or not the unfortunate Romanoffs were forced to sleep upon the floor and to submit to horrible indignities the future will disclose, but when the Czechoslovaks took the town they found the Romanoffs' prison in excellent condition.



The Czarina and her four daughters as nurses in the hospital in the Palace of Tsarskoie-Selo, during the second year of the war. No. 1, the Czarina, No. 2, 3, 4, 5, the Grand Duchesses Olga, Tatiana, Maria and Anastasie. The fall of the Romanoffs will take a place in history with the story of the Bourbons.

Presidential Possibilities in 1920

From a Staff Correspondent of LESLIE'S



WILLIAM G. McADOO

ARE the professional politicians bankrupt? Is the next President to come from outside the reaches of public life? A year from June the presidential candidates of both parties will be named and campaigning. Today there is almost unprecedented uncertainty regarding these selections. Newspaper talk centers around soldier candidates whose achievements and reputation might help politics rehabilitate its standing.

Will the next President be a soldier, as was the case with all but three Chief Magistrates in the fifty years after the Civil War?

Will he be a business man to satisfy the taxpayers' demand for economy and the protection of prosperity in new uncertain years?

Will the voters get a lawyer or some political figure who has acquired prominence connected with the civil problems of the war?

Will the issue be the League of Nations, or taxes or some kind of adulterated Bolshevism?

The answers are hard to get. There was never a time of greater Congress political agitation than the last session. But it ran in a dozen directions and turned up no commanding figures. Issues of enough importance for six campaigns popped up and were disposed of too quickly to shed great light on the next Presidency.

With the new Congress in their hands, the Republicans naturally expect to have a big political advantage in 1920. If they are fronted with a close test and uncertain prospects next spring, they may nominate Pershing. If they feel free to consult preference instead of necessity, they will hardly name a man whose ways and personality are not better explored than Pershing's.

Possibilities and standings at this time rate as follows:

1. Charles E. Hughes, nominee of 1916, investigator of the air-craft scandal, active on war questions, who would win this time hands down, his folk xers believe.



GENERAL JOHN JOSEPH PERSHING

2. General Pershing, commander-in-chief of the victorious armies in France, aloof from all partisanship and factionalism, hero-worshipped throughout America.
3. General Wood, evangel of preparedness, heir to something of Roosevelt's popularity, wounded in France.
4. Governor Walter E. Edge of New Jersey, whose record as a business governor commended him to the people of his state and led to his election to the Senate at Washington, to represent his great industrial commonwealth in this period of after War reconstruction problems.
5. Senator Hiram Johnson of California, radical and progressive, so strong in the West that Hughes could not win without his support, a real heavyweight with admirers among extremist groups.
6. Senator Borah of Idaho, strong against the League of Nations, a picturesque figure from the West, opponent of suffrage.
7. Senator Knox of Pennsylvania, constructive exponent of League of Nations, brilliant as Secretary of State, strong conservative following.
8. Senator Lodge of Massachusetts, bitter critic of Wilson on many issues, including League of Nations.
9. Governor Lowden of Illinois, who stands high with the business men, farmers and workers of his state.



GENERAL LEONARD WOOD

There you have the list. Last may be first and the first may not show; it is practically all of the timber in sight today. The situation is new and strange.

Senators are perennial candidates, but tradition forbids their election to the Presidency. Frequently, a governor is chosen—witness McKinley, Roosevelt and Wilson—but today there is no towering State executive who can be counted in the running. The only governors heard of are Lowden of Illinois and Goodrich of Indiana. Both are also mentioned for the Vice-Presidency.

At this distance, it does not look like a clash of tremendous forces such as 1912 and 1916 accustomed us to. In one case it was a question whether Roosevelt could abide the renomination of Taft; in the other, whether Roosevelt would stand for Hughes or run himself. This time there would have been no question about the choice of Roosevelt. But the great personality, the great source of issues and decision, is gone.

The Republicans are lucky in having all this time to canvass the situation. They can pick their man with an eye to latest developments when they meet in June, 1920. The leaders wisely abate candidate talk and foster the discussion of issues.

The League of Nations towers above all other issues. The only question is whether it will be the campaign issue. It probably will be disposed of before the election. If that is true, the campaign will not be fought in retrospect.

Regardless of the time when the League fight culminates, there is not the slightest possibility that it will obscure the issue of economy and efficiency in administration. Now that the income tax affects salaries as low as \$1,000, everybody is interested in how the taxpayers' money is spent. They want horse sense in appropriations and expenditures. That was the big reason for turning out the town-meetingites whom the Democrats put in charge of the House.

Continued on page 551

Thoughts of a War Worker

By HELEN ST. JOHN

EDITOR'S NOTE—In LESLIE'S for March 22d, and previous issues, there appeared extracts from letters written from Paris by Miss Helen St. John, formerly secretary to the Managing Editor of LESLIE'S and for the past year and a half attached to the Paris Headquarters of The American Red Cross.

May 26, 1918.
Last night again I had an exceptionally good time. I went over to the Latin Quarter to a real honest-to-goodness good time and dance. I met some splendid people, several captains, about a "skillion" lieutenants and a man in civilian clothes, and all were wonderful dancers. We danced in the salon of the little apartment with just a little drop light as illumination. I danced for four hours and a half, but didn't spend any time in the chairs, for dancing was so wonderful that I didn't stop even for breath. A large window opening out on a huge garden full of trees was open, and the cool air came in and made the room very comfortable. We had a small victrola which one of the men brought, and some fine records—mostly Hawaiian music—the moonlight outside and the swaying trees in the brisk breeze and the perfectly dandy-looking men in uniform all such good dancers certainly made up for many dreary hours of hard work. Of course it was probably very different from the old Latin Quarter, but certainly just as nice and fully as attractive, I wager.

May 29, 1918.
Saturday we had an invitation to visit the Villa Peonia, where several disabled officers live, for a little dinner and dance.

We jumped into the car when it came and were taken

out of Paris by a back way through the aviation school, which was interesting, for the machines were buzzing all around and not very high up. I forgot to mention earlier that the officers are "farmers," and with countless numbers of all sorts of privates are out at Rocquencourt on an experimental farm. The men there are all disqualified for active service on account of physical disability, such as trench feet, broken bones, etc., and a captain who used to teach agriculture in the University of Chicago heads the farm. Nearly all of the officers have seen active service and most of them were kicking because they were put on this sort of work. However, they have a château which they have rented near the farm, a couple of good cars, and expect to have three or four saddle horses, a tennis court and croquet grounds, so you see they ought to be happy, even if they are not. The house is charming and is the best around there, very large and

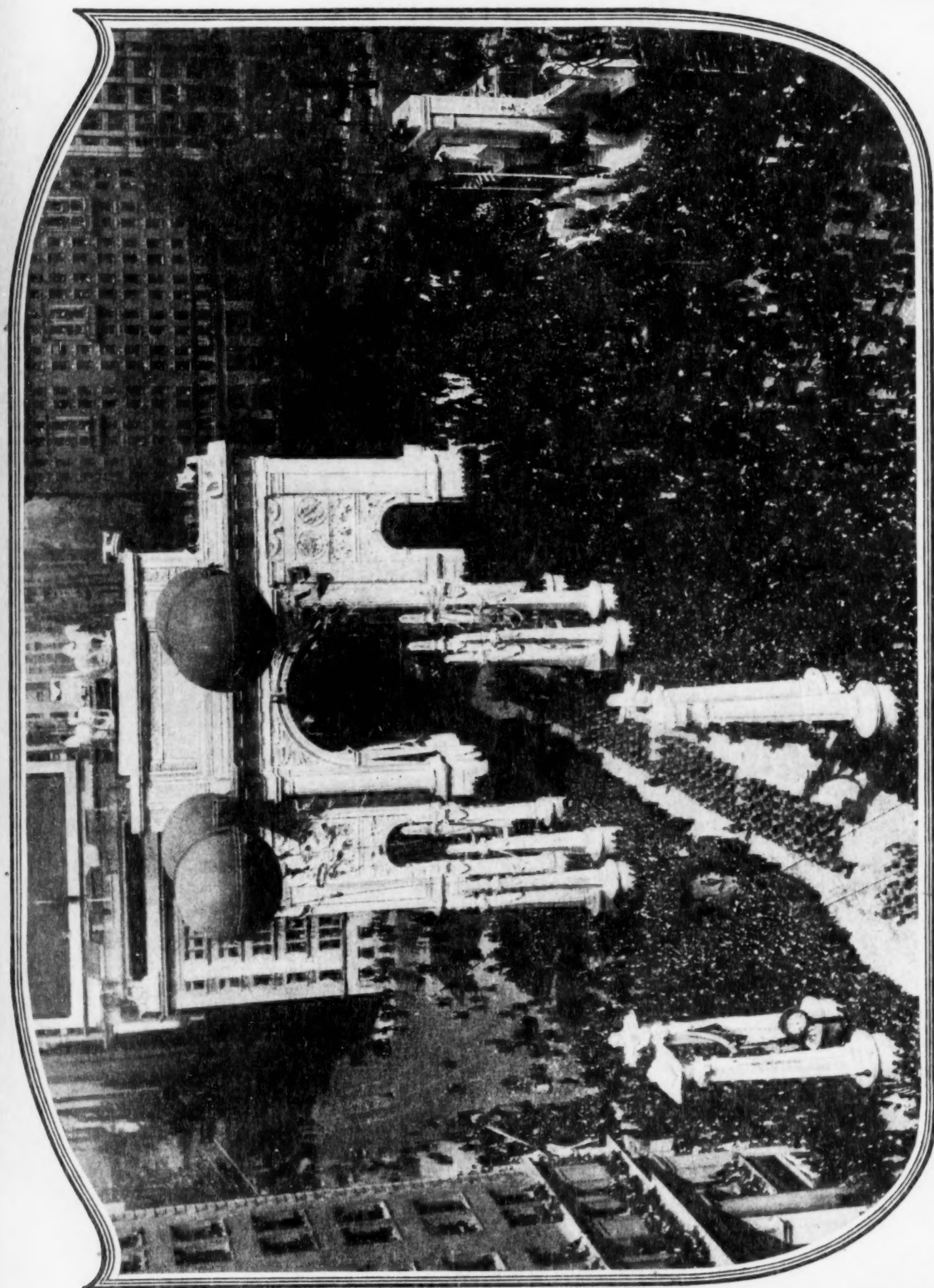
well furnished, and the garden is too good to be true. There is a long, long rose arbor and the roses are going to be out either this week or next.

Then there was almost every other kind of a flower ever heard of blooming about the place and a pretty fountain spouting water higher than the château, which is two stories and covers a great deal of space. The fountain boasts a few fat goldfish. All sorts of little walks wind in and around the garden and one may easily get lost if one wishes. One walk especially was very beautiful, for the shrubs made a wall on one side and on the other a vine ran up a stone wall, and the tops came together in an arbor, which was entirely covered over with green, leaving just enough room for an average person to walk along comfortably.

We stayed for dinner, which was served by a soldier, a young boy who had been shot through the hand. He seemed very much fussed and made all sorts of nice amusing mistakes such as bringing on the meat course before the fish, putting the knives on the left side of the plate and at each discovery apologizing profusely.

After dinner we danced and danced until it got too late to go into Versailles to a hotel, so the aunt of the maid came over and fixed us up in a wing of the château and she and the maid stayed in the house to chaperone us.

Continued on page 556



The Largest Crowd of Spectators in the World's History Welcomes the 27th Division

The men of the old National Guard of New York, 20,000 strong, marched up Fifth Avenue on March 25, to receive the applause of a grateful people for their heroic part in the late war. For five miles the line of march was jammed with a solid mass of humanity which for four hours watched the khaki-clad column, led by Major General John F. O'Ryan. It was estimated that nearly 2,000,000 people saw the parade. In the great service flag which preceded the column of troops there were 1,942 stars of gold for the men lost in the Division's thirty engagements.

America's Greatest Crowd

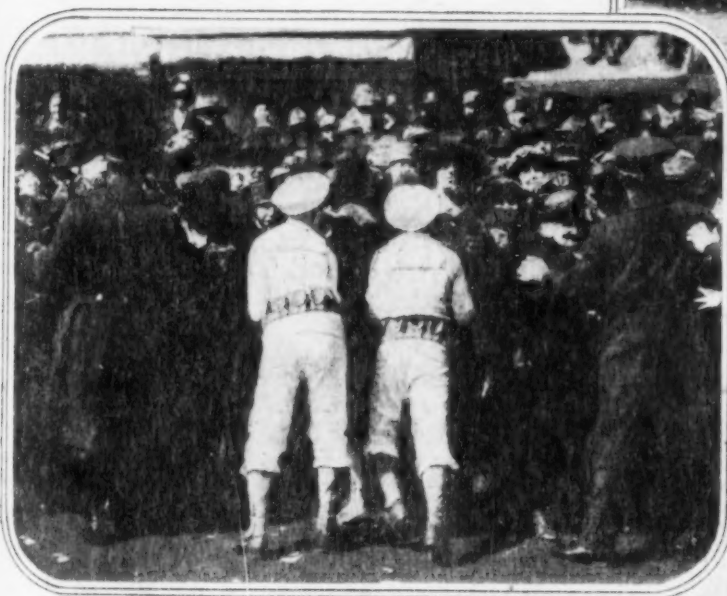
Photographs by JAMES H. HARE, LESLIE'S War Photographer



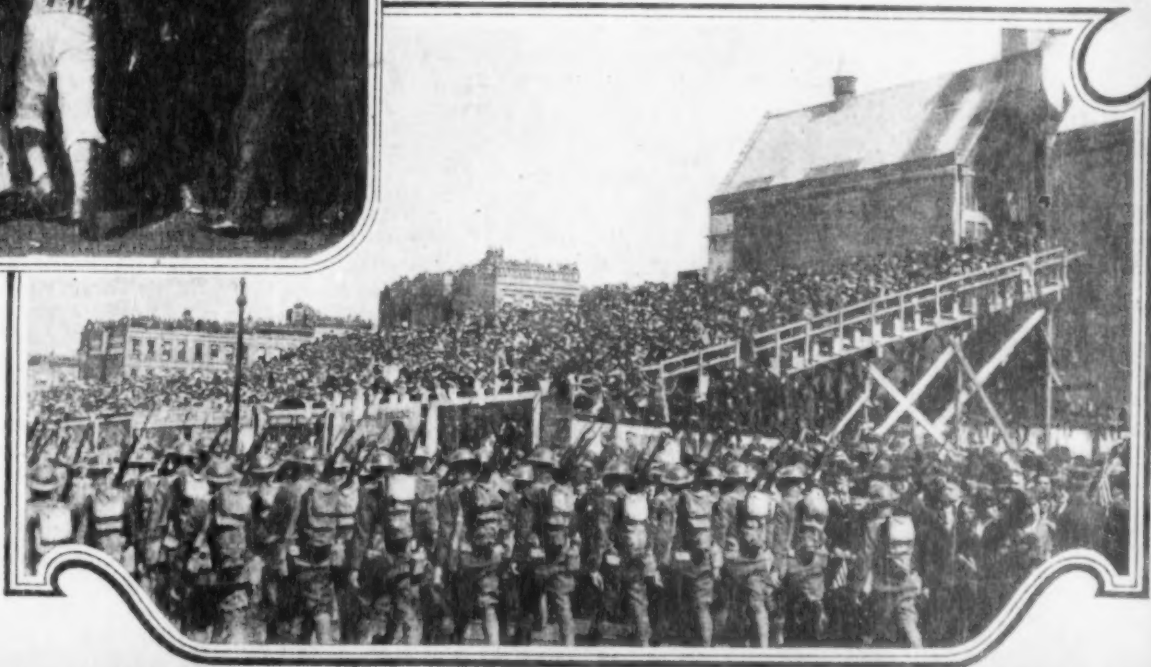
The Plaza at Fifth Avenue and 59th Street, New York, on the morning of the parade of the 27th Division. The basin of the Pulitzer memorial fountain in the center of the Plaza is filled with men and boys who struggled for hours for points of vantage. Of the 2,000,000 spectators who lined the avenue probably 400,000 were visitors from out of town. Though the division was originally the New York National Guard, replacements had been made from every State in the Union.



Soldiers and police pushing back the crowd at a point where the pressure on either side had broken the police lines.



Madison Square, above, with soldiers, sailors and police endeavoring to hold back the crowd from the line of march. At this point, where the column passed through the Victory Arch, the soldiers were often forced to march in columns of fours. At the right a single great grandstand built in one of the vacant lots on upper Fifth Avenue furnished accommodations for as many persons as would ordinarily attend a great racing meet.



At was estimated that nearly 2,000,000 people saw the parade. In the great service flag which preceded the column of troops there were 1,942 stars of gold for the men lost in the Division's thirty engagements.

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"GOODYEAR Pneumatic Cord Truck Tires are not only helping our trucks to last longer but they are lasting remarkably long themselves. We find that their strength, properly conserved, means exceptional mileage."—G. N. Burg, for M. Burg & Sons, St. Paul, Minn.

A SET of Goodyear Pneumatic Cord Truck Tires has averaged 22,450 miles per tire on a motor truck owned by these wholesale furniture merchants. The odometer already had checked off 20,000 miles before the first two tires were replaced while the third reached 22,450 and the fourth ran past 27,800.

Of course, mileages of 15,000 to 25,000 are seldom obtained where tires are abused or neglected. This particular record reflects reasonable care given these tires. Nevertheless they made their good scores despite being obliged frequently to carry full loads over bad railroad crossings and through unpaved and littered streets.

The company recently announced that Goodyear Pneumatic Cord Truck Tires have replaced solid tires on all their trucks. This is both because of the endurance of the big Goodyear Cords and the fact that they have minimized mechanical trouble, lessened breakages in furniture, covered more ground, eliminated wintertime delays and reduced fuel and oil consumption.

Therefore this user, like many others, has benefited very definitely from each of the pronounced virtues of Goodyear Pneumatic Cord Truck Tires—namely, their toughness, traction, cushioning and wider radius of action.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

GOODYEAR  **AKRON**



Granddad of the Tank

By HOMER CROY

THE father of the English "tank" is Colonel E. D. Swinton (on the right) of the British army, but the grandfather of that increasingly efficient machine is an American with a gray mustache living at Stockton, California, and if it had not been for certain peculiar climatic conditions extant in California there would not have been armed cars crawling to victory on the western front.

Forty odd years ago four boys named Holt were trying to make a living on the rock-encrusted hills of New Hampshire, but finding the struggle too severe they performed a strategic retreat and withdrew to the more favorable agricultural theater of California. In San Francisco three of the boys established a hardware store—still conducted under the name of Holt Brothers—while the fourth cast his lot with a wagon-wheel factory, which, after the hand-to-hand struggle with the hills of his native State, seemed an absurdly easy way of earning a living. After ten hours a day over a turning lathe Benjamin Holt could go home and enjoy California's golden climate! Experimentation showed that the dry air of Stockton was admirably suited for the seasoning of the timber that went into the wagon-wheels, and here Benjamin Holt set up a factory that even his most ardent friends contented themselves by merely describing as modest.

From the creating of wagon-wheels, Benjamin Holt turned his attention, as the years went along, to the manufacture of steam engines for agricultural purposes. A steam engine that would drag a number of properly arranged plows across a tillable field was perfected, and heaven seemed just ahead. All it took was one man to shovel coal and another to sit at the steering-wheel, while behind trailed a gang of plows that turned over more soil in a day than could a dozen hired men.

So far so good, but one day a man came into Mr. Holt's office and asked for a machine that could be used on soft ground. The man explained that he lived in the lowlands and that a ponderous steam engine had no chance of getting through his ground.

On investigation Mr. Holt found that the lowlands could not be negotiated by the ordinary steam tractor by reason of the fact that the wheels immediately sank in the soft ground. Whereupon he began to experiment with a type of wheel that would resist the engulfing loam. Wider and wider he made the drive-wheels, until finally a width of thirty-six inches was reached. Instead of looking like a sober agricultural implement, the machine now looked more as if it belonged with a circus. All it needed was a whistling attachment to make any parade a success. People came for miles to take part in the experiment; but they did not want to work. They wanted to sit on the fence and laugh. The engineer would turn on the power and the huge wheels would start to revolve, and then the people would feel well repaid for their trip.

While experimenting with this type of plowing engine, Mr. Holt conceived the idea of making the wheels longer, instead of wider. In a short time he had produced a tractor that had wheels no wider than those of an or-

Continued on page 538

A Knight of the Bath



MAJOR-GENERAL GEORGE W. READ, Commander of the 2d Army Corps, which included the 27th and 30th Divisions and fought alongside the British in Flanders, is the second American officer to be made a Knight of the Order of the Bath by King George V. The ceremony of investiture took place in the British Embassy, Paris. Field-Marshal Sir Douglas Haig has praised the work of the 2d Corps as "one of the highest achievements of this war." General Read was born in Iowa, is 58 years old, and a graduate of West Point, class of 1883. When the war began in 1917 he was a colonel on the General Staff. He wears the Distinguished Service Medal for "exceptionally meritorious and distinguished services." General Read has served in the Cavalry during the greater part of his army career and he did splendid work in Cuba, Hawaii and the Philippines as well as on the General Staff. In 1886 he married the daughter of General S. B. M. Young, U.S.A.

Terrible as Lightning

GENERAL FAYOLLE is called "the brains of the French army, with a clarity of analysis unimpassioned, undeviating, terrible as the lightning." Here he is on the St. Goar Bridge on the Rhine investigating the recovered "loot" of 500,000,000 francs value in furniture, machinery and personal property which the Germans were unable to get over the Rhine and into the interior before the French occupation was established.



New Head of the Nationals

By EDWIN S. GOEWY

JOHN ARNOLD HEYDLER, one-time printer, sports writer, ball player and umpire, and now the president, secretary and treasurer of the National League, is beginning his first season as the regularly elected chief executive of a major baseball organization. And Heydler, who is an every-day, straight-from-the-shoulder sportsman and one who has won his post after many years of the hardest kind of preparatory work and repeated exhibitions of his executive ability, will make good and restore the parent league to its former prestige if he is properly backed by the club owners of the organization.

The National League is the daddy of 'em all in ball-dom, and until a very few years ago was the keystone of the American baseball structure, beloved, respected and looked up to by fans and players alike from one end of the country to the other. But in recent years certain exhibitions of peanut politics by some of those connected with the league and repeated acts indicative of parsimonious inclinations have done much to lower the veteran league in the esteem of many; while the newer American organization has taken persistent advantage of all of the mistakes of omission and commission by its more elderly rival and has established a rating which many of the writers, rooters and players acclaim without hesitation is considerably higher than that of the National.

Heydler is a plain man who has learned much in the school of hard knocks and harder work. His strongest asset is his sincerity. You can't talk with him two minutes without realizing that his whole heart is in his work, and that he will devote his entire energies toward making a success of anything he undertakes. If he fails to accomplish all that his admirers anticipate, it will be the fault of the National League club owners. If he does it will be because these gentlemen have seen a new light and hereafter will follow the example of the American League in giving their president whole-hearted and united support.

Heydler has been identified with the National League circuit for sixteen years, and is one of the best-posted baseball men in the business, besides being ball-dom's greatest statistician. Some of his predecessors were men of wider fame, but the working knowledge of the national pastime of some of them qualified them for nothing higher than the kindergarten when compared with that possessed by the present executive.

He was born in Lafargeville, N. Y., forty-nine years ago, but removed to Rochester six years later. In his school days he aspired to be a newspaper man, and at fourteen was apprenticed as a printer with the Rochester Union. That, even then, he was a hustler was proved by his first wage experience. He was hired at the munificent salary of \$2 a week, but upon opening his first pay envelope was delighted and surprised to find that it contained \$2.50. After five years of plodding along the grimy, ink-spattered pathway of the average printer's apprentice, he became a full-fledged printer; but meantime he was obtaining an education at night school, and continued his studies until he was graduated.

Continued on page 538

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Truly a position to be proud of.

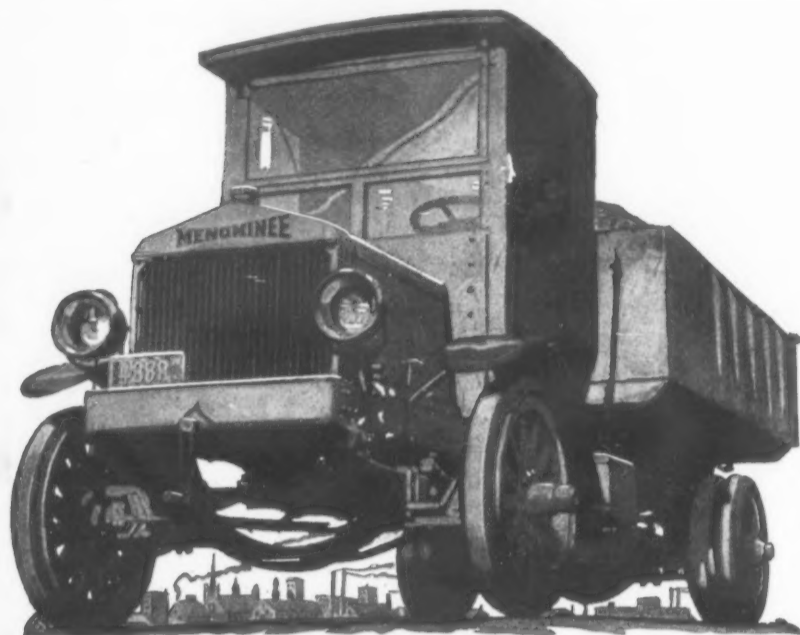
But even more than our business relation with the sportsman, our deepest pride is in the peculiar intimacy he gives to Remington U M C.

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Good luck to your shooting! And if there is any little special service we can do for you, won't you write us about it?

THE REMINGTON ARMS
UNION METALLIC CARTRIDGE COMPANY, Inc.
Largest Manufacturers of Firearms and
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The proper choice of a truck involves more than a consideration of the rated carrying capacity and relative cost.

It is important to consider the actual record of performance, the years of reputation for low up-keep and every-day reliability.

MOTOR MENOMINEE TRUCKS

were built originally for the rugged demands of the north woods lumber country and they have that extra element of strength which is a reserve against emergencies and insures a low repair record.

Built for years to a proven standard, with units of unchallenged excellence, they measure up, under severe testing conditions, to the strenuous demands of modern haulage.

In selecting the Menominee you can be sure of a truck that has back of it the experience of 10 years of successful truck building. Made in five models—1-ton, 1½-ton, 2-ton, 3½-ton and 5-ton.

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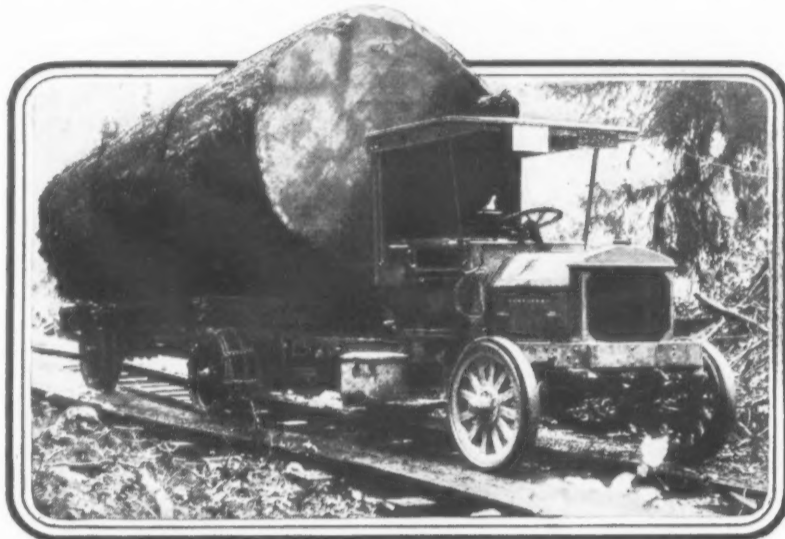
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MENOMINEE

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



In this case, Mother Nature deserves a goodly bonus, for she grew this 8½-foot spruce log, which was sawed up to be used by Uncle Sam's Air Forces in the construction of airplanes. The truck, however, which successfully hauled this thirty-ton "log" over rough mountain roads deserves a medal for "work well done."

THE TRUCKING TRIANGLE

MOTOR trucking has its problems, and we find that, like the human variety, these are in the nature of a triangle. These difficulties, however, are not such as may be solved by a problem play, for the human equation comes into but one side of this triangle. As a prominent truck manufacturer has expressed it, we may liken the situation to a triangle the three sides of which are composed of the ability of the truck to do its work; of the efficiency of the routing and delivery system employed, and of the skill of the driver and his willingness to perform his work well. If these figurative "sides" are kept at the same length, so that one will not overlap any of the others, we will have an equilateral triangle, which, our mathematics tells us, contains a greater area than any other form of triangle. The trucking triangle of this nature, therefore, is the most efficient.

Assuming that the proper truck has been selected for the work in view, and that the routing and delivery systems have been perfected with a minimum loss of time at the loading and unloading stations, the driver becomes the element which will furnish the line of demarcation between profit and loss of any truck installation.

Naturally, the owner of the truck would make the best driver provided he possesses sufficient mechanical ability. He would be vitally interested in "getting the most out of his vehicle," and would be certain to see that excessive and avoidable stops would be eliminated; that the truck operates at its normal capacity as much of the time as is possible, and that the tires and mechanism will be saved through careful driving.

But few owners can be their own drivers, for the properly operated truck will so soon be able to pay for itself, that another motor vehicle can soon be purchased, and one of the immutable laws is that no man can be in two places at the same time. But not only in the case of the small installation, but in that of fleets of hundreds of trucks as well, it is the driver's performance that stands out as the one important element of success or failure in motor vehicle operation.

The driver who is paid a weekly or monthly wage may or may not prove satisfactory. His job may depend upon the satisfactory performance of his truck, but if there is no material inducement to urge

him to take advantage of every unavoidable delay for minor repairs or adjustments, or to drive with caution over a bad stretch of road, he will fall into the habit of looking upon his truck as a means of finishing his work in the shortest possible time, and then loafing at his employer's expense.

A bonus system by which every driver will be paid, in addition to his wages, a sum proportionate to the saving or earning capacity exhibited in the operation of his own truck will tend to make of him a partner in the business. This feeling, of course, is basic, and is acknowledged by all employers. The difficulties attendant upon the satisfactory arrangement of the many details are numerous, however, but the call for modern efficiency demands that the best efforts be put forth to perfect systems which will limit the earning capacity of the truck, not by the intelligence or the interest of the driver, but rather by the mechanical ability of the truck itself. Truck manufacturers have given us a marvelous piece of mechanism, and we owe it to ourselves to operate this at the 100 per cent. efficiency for which it was designed.

No hard-and-fast set of rules can be laid down for the operation of a bonus system. A certain normal figure of operating costs and work performed may be assigned to each driver and a yearly bonus may be paid to each one whose vehicle shows lower upkeep costs or lower cost per ton mile than was the case during its previous term of service.

On the other hand, the nature of the business may call for the assignment of trucks to routes requiring terminal delays, short hauls, loss of time at loading and unloading platforms, and other elements which will seriously affect truck-operating efficiency. Such routes can not be expected to compete in upkeep or ton-mile costs with one in which greater length of haul and fewer stops set a high standard of efficiency. In such a case, if a satisfactory definite operating figure can not be assigned to each classification, a drivers' pool could be established which would represent the saving in operating costs of the entire fleet of trucks over the previous year's figures. By such a system each driver would share not only in the reduced

Continued on page 538

The Tube That Tests 100% Air-Tight

Flawless and Heavy—
Built Layer on Layer



THESE facts about tubes are important no matter what makes of tires you use. For under-inflation—due to leaky tubes—damages casings before you know it. There's not a flaw in Miller Red and Gray Inner Tubes—nothing to weaken and lead to leaks. The watch we keep in building Tubes prevents destructive "stowaways" from creeping in.

This tube is not molded—but built-up, layer on layer—on many sheets of rubber. Each sheet is examined by scientific methods, and only the perfect ones selected. Then we make Sure, *doubly* Sure. We give each tube a long inflation test. If, hour after hour, it maintains high pressure, the Miller O. K. seal goes on, but not before.

Miller Tubes, like Miller Uniform Tires, are built to a championship uniform standard. The remarkable service you find in the first you try, you will get in the next, and in all that come after.

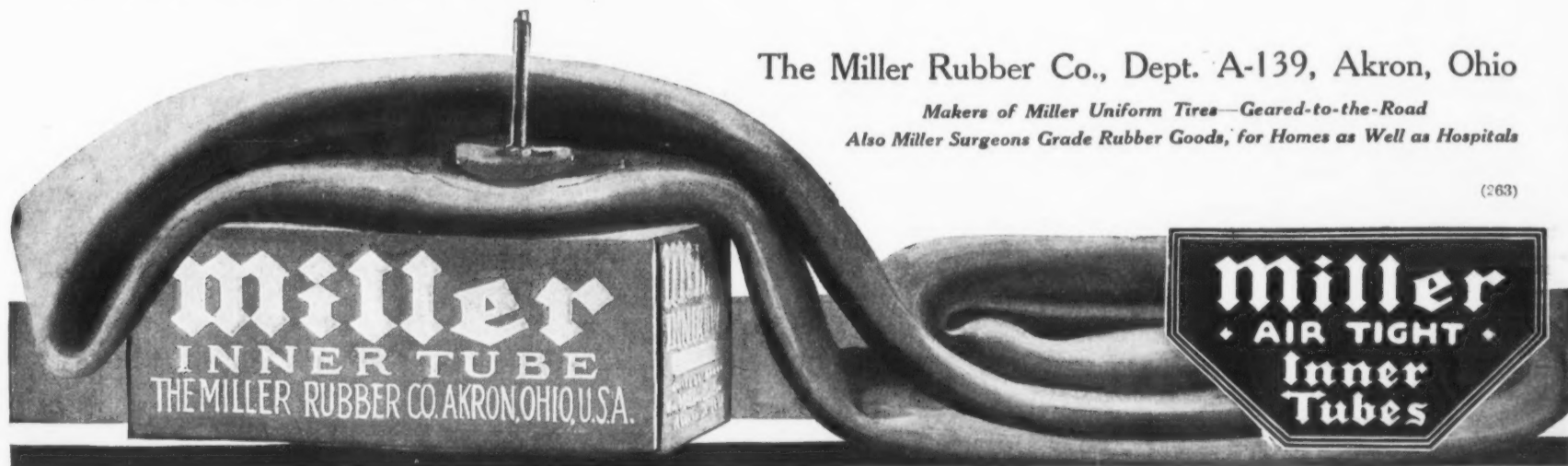
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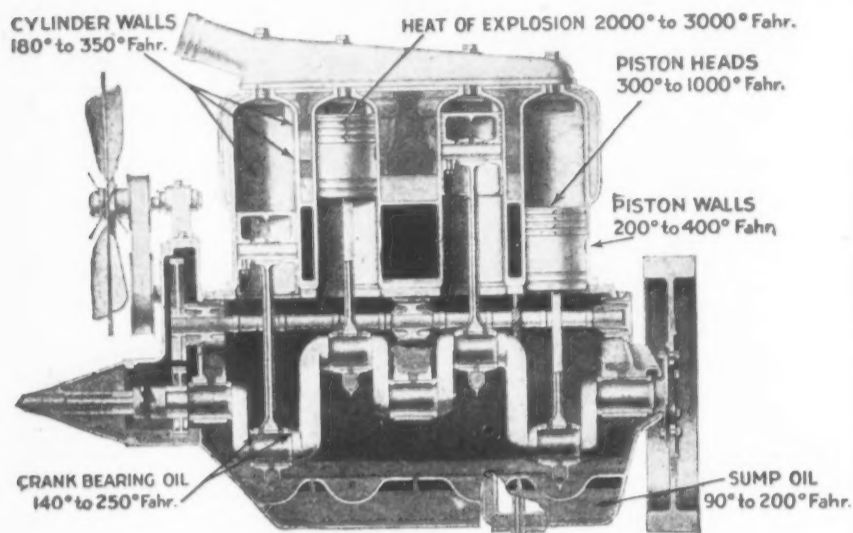
Regardless of the brand of tires you sell, the Miller Tube will help them make good. It's to your advantage to see that this tube goes into them. First you make more customers for tubes; second, you keep your tire trade better satisfied. Write us for tube samples and attractive proposition.

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Makers of Miller Uniform Tires—Geared-to-the-Road
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(263)





The operating temperatures at which oil in an engine must work are shown graphically by this cross section chart. Break down of oil under the great heat generated is the cause of 90% of engine trouble.

Will the engine in your car run 50,000 miles?

NINE out of ten cars go to the scrap heap long before they reach the limit of usefulness which the maker built into them. These are the cars which have not been properly lubricated. Care on the part of their owners—knowledge of oil, would have given them thousands of miles of additional service.

Experts say that an automobile engine, even in the least expensive cars, should last for 50,000 miles, without excessive repair costs. With proper care and attention it will give this length of service.

Causes of excessive wear

How to double the ordinary life of an engine and to keep it running at minimum cost for upkeep is mainly a problem of lubrication. The greatest foes to the life of your engine are friction and wear, and these disappear almost entirely when proper lubrication methods are used.

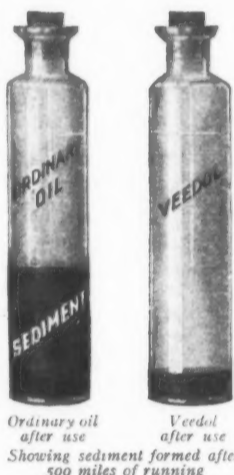
Ordinary oil breaks down quickly under the intense heat of the engine, forming a large proportion of its bulk in black sediment which has no lubricating value.

Sediment crowds out the good oil on the metal-to-metal surfaces and prevents it from efficiently lubricating bearings, pistons, camshaft, timing gears and other fast moving parts. Loose bearings are almost always the direct result of using poor oil or oil of the wrong body. Engine knocks, broken connecting rods, slapping pistons are the inevitable result.

Solving the sediment problem

After years of experimentation Veedol engineers evolved a new method of refining by which a lubricant is produced which resists heat. This—the famous Faulkner Process—is used exclusively for the production of Veedol the scientific lubricant.

Veedol Gear Compound gives efficient lubrication with the minimum leakage. It is fluid enough to flow back continually to the moving gears to be picked up, yet the consistency remains practically the same at full operating temperatures. Veedol Graphite Grease is recommended for lubricating water pump shafts, and suspension spring leaves. Veedol Cup Grease is made in three grades. All Veedol Cup and Graphite Greases are of the same high quality as Veedol Motor Oils.



Ordinary oil after use showing sediment formed after 500 miles of running. Veedol after use.

The famous Sediment Test, illustrated at the left, shows how the sediment problem has been solved. The left hand bottle shows a sample of ordinary oil after a test run. The right hand bottle contains a sample of Veedol, taken from an engine after an identical test. The amount of sediment is reduced 86%.

Veedol not only resists destruction by heat and minimizes the consequent formation of sediment but also reduces loss by evaporation in your engine to a negligible quantity.

You will get 25% to 50% more mileage per gallon with Veedol for this reason.

Make this simple test

Remove oil from crankcase and fill with kerosene. Run engine very slowly on its own power for thirty seconds. Then drain all kerosene and refill with one quart Veedol. Turn the engine over about ten times with self-starter or crank to remove kerosene left in connecting rod troughs. Drain mixture of kerosene and oil and refill to proper level with correct grade of Veedol.

A test run on familiar roads will show that your car has new pickup and power. It takes hills on high, that formerly required pulling in intermediate. Watch for several days and you will find that oil and gasoline consumption have been decreased.

Buy Veedol today

Leading dealers have Veedol in stock. The new 100 page book describes Internal Combustion Engines; Transmissions; Differentials; Oils and their Characteristics; Oil Refining. It also contains the Veedol lubrication chart giving the correct grade of Veedol to use for your automobile, motor-boat, tractor and motor-cycle for both summer and winter. This book will save you many dollars and help you to keep your car running at minimum cost. Send 10c for a copy.

TIDEWATER OIL COMPANY

Veedol Department
616 Bowling Green Building, New York
Branches or distributors in all principal cities of the United States and Canada.



Motor Department

Continued from page 536

expenses incurred by his own truck, but by those of his fellow drivers as well, and thus the "moral suasion" brought to bear by other drivers upon the one whose record showed that he was failing to contribute his share to the bonus pool would operate to the benefit of all concerned.

The ramifications of the bonus systems are practically unlimited. For example, one which has proved most satisfactory in a certain large Eastern city takes into consideration only the tire mileage as delivered by each truck. This system calls for a bonus for each thousand miles of tire mileage in excess of the tire manufacturer's standard guarantee. The bonus is doubled for each thousand miles of rear-wheel travel in excess of the guarantee, and the amount is so computed that the company divides with its drivers the total saving in tire purchases. Such a system extends farther than the mere saving in tire expense. The driver who is careful with the clutch and transmission, and who drives slowly over rough streets, is saving materially on repair expenses for springs, transmissions, engine and all other parts affected by excessive vibration.

The installation of the bonus system presupposes a thorough acquaintance with operating costs. A definite basis of cost-keeping must be decided upon previously, and with this in view the leading truck manufacturers have devised, or will recommend, a system acceptable for such purposes. The Motor Department of LESLIE'S WEEKLY will be glad to confer with truck owners interested in the installation of a bonus system which will equalize the trucking triangle. This service is offered free of charge to any truck owner, and it is only necessary that complete details regarding the installation be furnished in order that intelligent recommendations may be made.

Questions of General Interest

Grease or Oil Cups

T. D. B.—"I have noticed that many truck manufacturers are now using small oil holes instead of grease cups for lubrication of spring shackle bolts. Please outline briefly the advantages and disadvantages of each type of lubrication."

Grease is fed from a compression cup which produces a constant force upon the surface to be lubricated. Grease does not

leak as easily as oil. On the other hand, if neglected, grease will harden, and many leading engineers claim that its greater consistency prevents it from reaching many surfaces which should be lubricated. Oil is generally fed by means of a wick system, which, through the action of capillary attraction leads the thinner oil to all desired surfaces. There is no pressure present in this system, however, to force the oil to points which may be clogged with gummed oil or dirt. I have recently seen, however, a new type of grease cup which, by means of an ingenious design, serves to force the heavy oil positively to all portions of the surfaces designed to be lubricated by grease cups.

Air Washer

W. P. O.—"I understand that the majority of tractors used on all large farms are provided with mechanical filters or washers, designed to remove the dust and dirt from the air before entering the carburetor. Would not such devices prove serviceable for touring cars when driven over dusty roads?"

Much of the so-called carbon found in the engine cylinders is an accumulation of road dust sucked in through the carburetor. Some form of air washer would prove desirable on those cars used largely over dusty roads, but care should be taken not to obstruct the passage of the incoming air, and thus increase the resistance to a full charge in the cylinders. This would reduce the volumetric efficiency of the engine, and thus increase the fuel consumption.

Truck and Tractor

H. P. L.—"Inasmuch as the tractor is a slow-moving, powerful engine, why is it not used more frequently to haul trailers loaded with crops to the nearest market or distributing point?"

The use of tractors and trailers in the manner in which you suggest is most satisfactory when some means can be devised to remove or cover the heavy lugs with which tractor wheels are equipped. Because of the difficulty attendant upon this work, and because of the superior speed of the truck, farmers who are progressive enough to realize the advantages of the tractor, have, as a rule, invested in motor trucks for more rapid and economical transportation of the products. This does not preclude the use of the trailer, and some of the most successful farmers employ all three types of vehicles.

New Head of the Nationals

Continued from page 533

At twenty he sought a larger field, and obtained a place in the government printing service at Washington. After three years he went with the celebrated Mergenthaler, inventor of the linotype, and assisted in setting up the first perfected machine. Afterward he went with the Washington Star as a linotype operator and also established a connection with the paper's sports department. In those days the keeping of baseball records was unknown, except in a fragmentary manner; but he recognized the advantage of having accurate facts and figures concerning the sport, and set out to master this special line.

He began his career as umpire by substituting one day at Washington, and later was a regular on the staff of Nick Young, one of the National's most famous presidents. A few years at this job and Heydler announced, "sufficiency." When Harry Pulliam succeeded Young as president he took a decided interest in the league's records; and because of Heydler's reputation in this line, made him his secretary.

In 1909 Pulliam's health failed, he was given a vacation and Heydler became acting president. The successor to Pulliam was Thomas Lynch, and he in turn was followed by former Governor John K. Tener, of Pennsylvania. Heydler was not a candidate for the office when either of these selections was made, retaining his

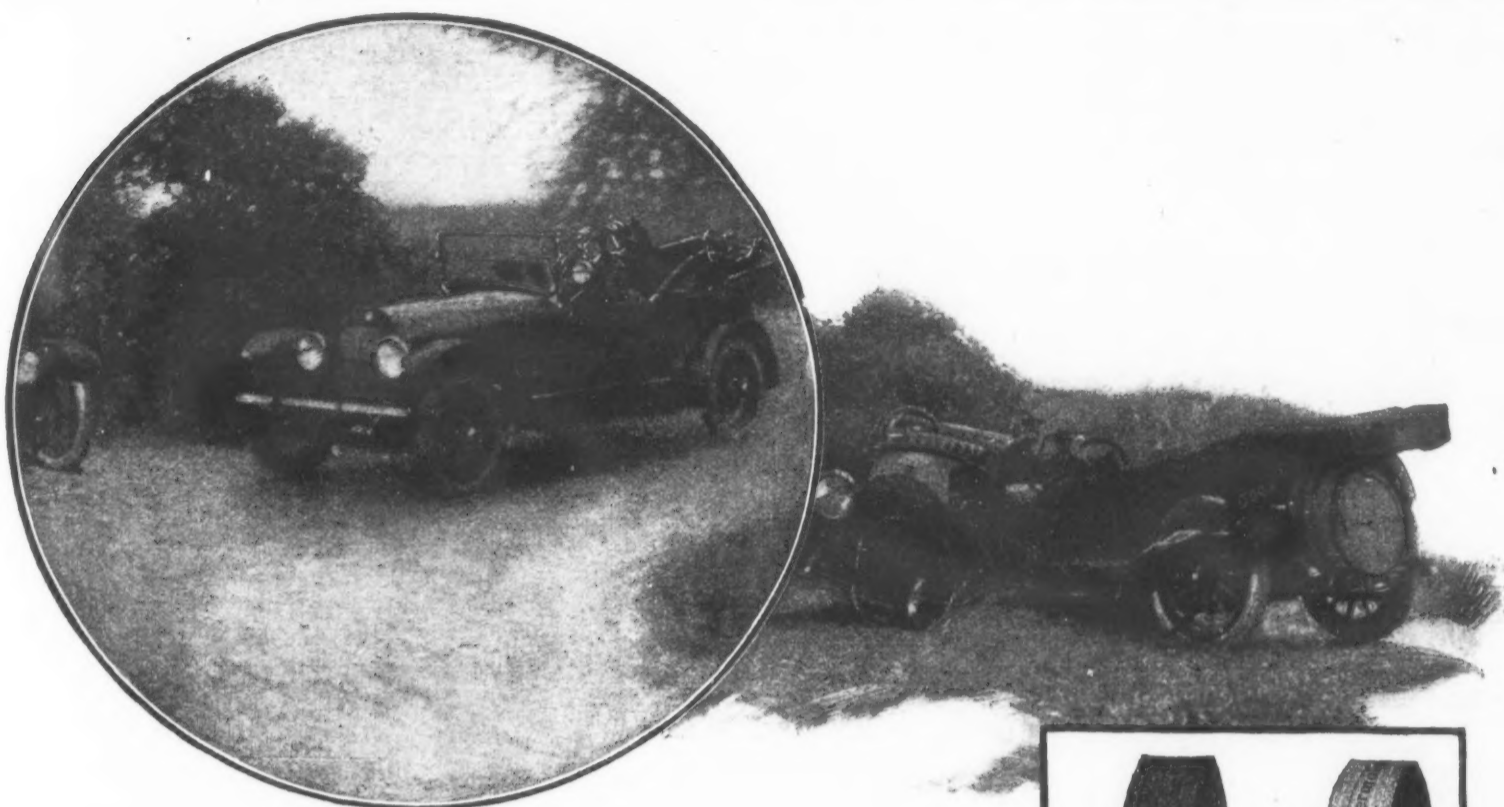
post as secretary-treasurer. When Tener resigned in 1918 Heydler again became the National's executive, and retained the post until officially elected to fill it for three years.

Granddad of the Tank

Continued from page 533

dinary engine, but in length equal to half that of the machine itself. The machine laid its own track and then picked it up again. The tractor was an immediate success; it could plow quickly and with dispatch.

The first tractor was steam, but soon a four-cylinder, internal-combustion engine was substituted for the coal burner and it is this type that is being used today. When the United States expeditionary forces crossed into Mexico a number of Holt machines were sent along to prepare roads for the army trucks, but the decision was soon reached that there was little need of making roads for trucks when caterpillars could do the transport work. On the outbreak of the European conflict the tractors were remodeled by Colonel Swinton for invasion rather than for hauling. In September, 1916, they were used for the first time; their development since is a matter of universal knowledge.



One car in every ten smashed each year

Faulty brakes cause damage and loss of life

OFFICIAL statistics show that 10 per cent of all cars meet with accidents every year.

Some person is killed or injured in four out of five of these accidents.

Records kept by State officials further show that 10 per cent of all automobile accidents could be absolutely prevented if the brakes had been efficient and properly handled.

Make sure of the brakes on your car

It is so easy to assume that your brakes are efficient. They are out of sight, and you seldom think of them until you really need them.

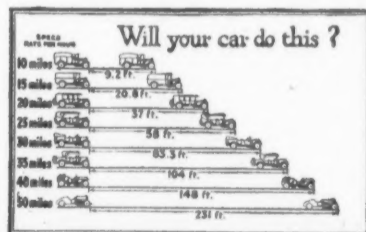
You wouldn't ride in an elevator if you knew that it hadn't been inspected. The State has relieved you of the necessity of finding this out for yourself, for the State inspects all elevators and sees to it, so far as careful inspection can, that elevator riding is safe.

Make sure that your automobile is safe for riding. Have your garage man inspect the brakes. When the big emergency comes, you can feel certain that they will not fail. Brake inspection does not necessarily mean new brake lining.

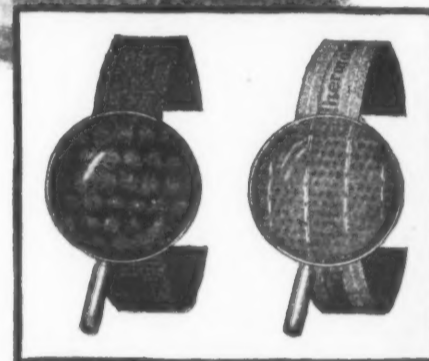
In many cases a simple tightening of the brake rods, or an adjustment of the equalizer, will make your brakes a means of protection instead of a menace to the safety of yourself and others. Your garage man will tell you if new brake lining is needed.

Why Thermoid brake lining is safest and wears longest

In each square inch of Thermoid brake lining there is 40% more material than in ordinary woven lining. This additional body gives a closer texture which is made tight and compact by hydraulic compression under 2000 lbs. pressure. In addition to this, Thermoid is Grap-nalized, an exclusive process in manufacture which enables it to resist moisture, oil and gasoline.



This chart shows the distance in which a car should stop, at any given speed, if brakes are efficient.



Ordinary woven lining
Notice the loosely woven texture.
Wears down quickly and unevenly, losing its gripping power as it wears.

Thermoid Hydraulic Compressed Brake Lining
Notice the compact texture.
Wears down slowly. Gives uniform gripping surface until water thin.

The close, compact texture of Thermoid, made by this method, causes it to wear down more slowly than ordinary brake lining, and so evenly that it maintains its gripping power even when worn to wafer thinness.

The engineers and manufacturers of 50 of the leading passenger cars and trucks have standardized on Thermoid Hydraulic Compressed Brake Lining because it makes their cars safer.

Have your brakes inspected today. Remember that every foot of Thermoid is backed by **Our Guarantee: Thermoid will make good—or WE WILL.**

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New York Chicago San Francisco Detroit
Los Angeles Philadelphia Pittsburgh Boston
London Paris Turin

Canadian Distributors:
The Canadian Fairbanks-Morse Company, Limited
Montreal
Branches in all principal Canadian cities



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Dependable Performance



Trade Mark Registered
United States Patent Office

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Standardization of product is the protection of buyer and user.

Acme service is standardized through the adoption of units which have been standardized by the industry's greatest engineers and manufacturers and by years of meritorious service—like the Continental Motor, Timken Bearings and Axles, Borg & Beck Clutch, etc. They are the ACME PROVED UNITS.

The result is that the Acme, in actual service, has almost unbelievable continuous service and sales records, such as 100 per cent resale this year to Acme purchasers last year in Seattle, Wash.

Acme sales increased 100 per cent in 1917; in 1918 sales increased 300 per cent over 1917; and 1919 sees the production doubled again. This is the proof of Acme Proved Units, properly assembled and backed by an over-a-million-dollar-organization.

Write for our book, "Pointers to Profits," containing interesting facts about the Acme, the truck of proved units.

Acme Proved Units

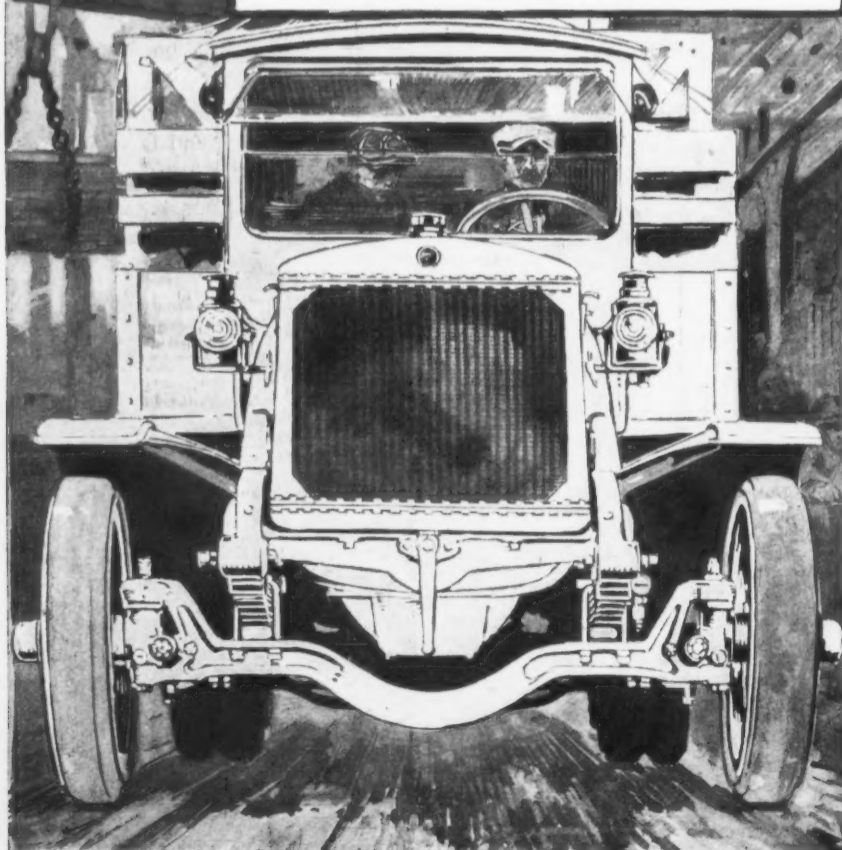
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Cotta Transmission
Borg & Beck Clutch
Ross Steering Gear
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Detroit Springs
Artillery Type Wheels
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Class B
Military
Truck
Motor
is used in the
5-ton Acme
shown below

Watching the Nation's Business

By BASSETT BLACKLEY

LESLIE'S WEEKLY Bureau, Washington, D. C.

Business and the Mails

PUTTING Uncle Sam in the mail-order business to help the sale of American manufactured goods is one of the aims of the Post Office Department. In line with the foreign trade movement is the desire to facilitate shipments, with the parcel-post system as a convenient medium. The big mail-order houses of the country, which have thrived on the domestic service, are endorsing the extension to foreign countries, particularly to Latin-America, where catalogues of the American firms are penetrating to the remotest hamlets. Parcel-post conventions are now in existence with all of the South American republics except Paraguay and Chili, and negotiations are under way to reach these. A recent agreement provides an increase in the weight of parcel-post packages for Brazil from 11 to 20 pounds, and in Colombia and Peru to 22 pounds, permitting the shipment of a greater variety of goods than heretofore. In 1918, approximately, 2,500,000 pounds of parcel-post matter was dispatched to South America, and another 1,000,000 pounds to Central America and the West Indies. One drawback to the service is the lack of the indemnity feature for parcels lost or rifled, only Salvador and Mexico having agreed to payment, although parcels may be registered to some of the other countries. Since January 1, transatlantic parcel-post service has been resumed with Belgium, Greece, Liberia and Iceland, while the arrangement has been inaugurated with Siam, Palestine, Mesopotamia, the Madeira Islands, and Alsace-Lorraine.

Cleaning Up the Mud

The names of tens of thousands of loyal Americans are filed in the secret Government archives as having been suspected of anti-patriotic sentiments. What is to become of this data which at some future day may be raked up for blackmail, for politics, or for the venting of personal enmity? President Wilson should be urged to create a joint commission to go through the files of the Department of Justice and the offices of the military and naval intelligence to destroy all the vast accumulation of matter not absolutely a part of the recognized violations of the espionage law. There were 300,000 members of the American Protective League which did such effective work during the war in tracking down the disloyal. Other organizations were active. Private citizens everywhere reported suspicious circumstances and people. Out of this great accumulation of data the real cases were developed and prosecutions instituted, but there remained the unproductive material, which involved thousands of innocent people. The opportunities the espionage campaign offered for paying off private scores were untold, and there were many persons who gratified long-standing grudges. Gossip also played its part in bringing the names of many worthy people into the Government files. These records have no value in peace times, and their potential danger is admitted by the very agencies that gathered them during the emergency now past. The stigmas on the records of upright citizens should be removed from the Department's files as quickly as possible.

Enforcing Prohibition

Prohibition leaders are only pursuing a logical course from their standpoint in demanding an enforcement law with "teeth" in it. Present indications, however, are that the question of an enforcement statute for the prohibition law will not be taken up in Congress for some time after the

extra session is called. There will be the antecedent fight before the Supreme Court as to whether the national prohibition amendment is constitutional. Commissioner Roper's request for a decision from the Attorney-General as to the scope of authority possessed by revenue officials also portends a long legal squabble over the definition of the word "intoxicating," now measurably ambiguous under the Federal laws. Even with these points settled to the satisfaction of the "drys," there are rocks ahead. An outline of contemplated enforcement methods includes the pressing into service of a vast army of Federal, State, county and municipal officers. Sight is lost of the fact that the great incentive to their active cooperation in "wet" times—that of obtaining revenues for each of the political territories concerned—has vanished. A further community of interests perished with the elimination of the distillers and brewers. The latter, as much as the revenue officers, were concerned in preventing the illicit manufacture and sale of liquors, and did much toward breaking up "bootlegging," "blind tigers" and moonshine stills. With a Presidential campaign pending, uncertainty of the attitude of the large number of soldiers whose wishes were not consulted, and an absence of any assured knowledge of the general sentiment of the country on the whole question, cautions politicians of both parties to go slow on the enforcing of the regulations.

Applying the Monroe Doctrine

The responsibilities of the Monroe Doctrine, as well as its privileges, must not be overlooked. Opponents of the League of Nations are more inclined to speak of the latter than they are of the duties of the United States under the policy promulgated by the Virginia President. In Mexico there will be a big job for the United States. The withdrawal of American troops from Russia will not relieve this nation from the task of restoring order in a Bolshevik government, for to the south of the Rio Grande there is now a group of small dictators, each exercising power over a portion of Mexico, while Carranza holds a nominal control over the capital. A censorship exists over all that is happening in Mexico, but enough news leaks through to show that depredations by the bandits continue, indemnities for past outrages remain unpaid, the confiscation measures in the new constitution have not yet been revoked, and disorder prevails throughout the republic. The peon population, representing 85% of the inhabitants, is being exploited, without the protection afforded them under the previous governments, while Great Britain and France are anxiously looking at the losses sustained by their commercial interests. The Administration, which is responsible for Carranza being elevated to the presidency, must soon bring him to account. With the adjustment of conditions abroad and the elimination of the menace from German conspiracies in Mexico, the United States can exercise a firmer policy than would have been desirable a short time ago. There is of course the sentiment of the Latin-American republics to consider, for the preservation of Pan-Americanism is an important factor in the future commercial development of the United States. However, if the country is to insist upon the right of supervision in the Western Hemisphere, the weak-kneed Mexican policy will have to be eliminated.

The articles which have recently appeared in LESLIE'S on conditions in Mexico give sufficient evidence that this country has been all too patient with her neighbor to the south.

From Top Floor to Shipping Platform With No Expense for Power

TOWERING alongside the ware-
house it stands, a vast coil of steel
and iron. Day in and day out, hour
after hour, boxes and barrels and crates
glide down its length from packing room
to shipping yard. No hand touches or
guides them in transit. One man loads
at the top, another unloads at the bot-
tom: natural gravity does the rest.

It's a Mathews Gravity Spiral Con-
veyer, operating at no expense for power.
Gravity—the Earth's attraction—sup-
plies power free. Goods placed on its steel,
ball-bearing rollers are carried down-
wards quickly, surely and economically.

Mathews Gravity Conveyers fill the
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chutes, automatic elevators, spiral and
straight carriers adapted to practically
any product. They move bricks or lum-
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trays of all sorts—from floor to floor,
from machine to machine, around cor-
ners, over obstacles, across courts, from

factory right into freight car. They are
portable or permanent, serving for light
or heavy work indoors and out.

Compare the Mathews Gravity Roller
Conveyer with other methods of con-
veying and you will realize its economy.
It saves miles of walking and hours of
time spent in trucking or running eleva-
tors. It economizes floor-space, avoids
wear and tear on flooring. Delays,
breakages, mistakes are eliminated. It
conserves labor, speeds up production
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The Mathews Gravity Carrier Com-
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Fifteen years, devoted exclusively to the
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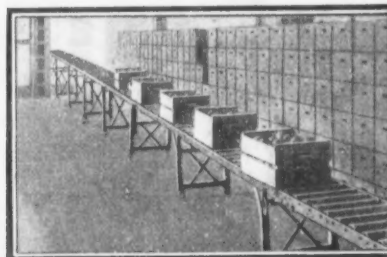
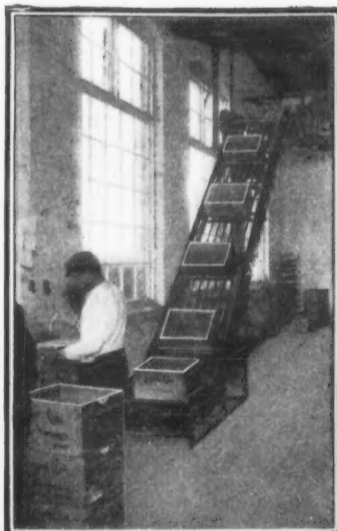
Our engineers are at the disposal of
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Bodies for every

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Twice the Load—Double Earnings

THIS Trailmobile hauls as much furniture as the truck, decreases speed on the road only slightly, adds only 10 per cent to cost of fuel and practically nothing to upkeep expense.

A. Jackson & Sons of Middletown, Ohio, are able to haul four tons with their two-ton truck, without overloading and without the high maintenance cost that involves. They have twice the space for light bulky goods. The truck pulls the Trailmobile through all kinds of going without any difficulty.

The Trailmobile earns more than any other investment the company ever made. They recommend it to all transfer companies and other businesses.

The Trailmobile is built like a truck to carry full loads at truck speeds. Tracks perfectly and doesn't sidesway.

Write for booklet, "Economy in Hauling"

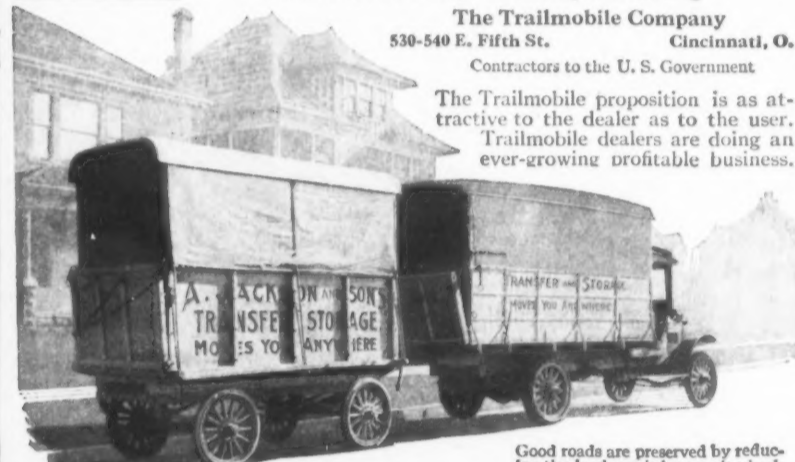
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Contractors to the U. S. Government

The Trailmobile proposition is as attractive to the dealer as to the user. Trailmobile dealers are doing an ever-growing profitable business.



Good roads are preserved by reducing the load carried on each wheel.

Smoothing Out the Kinks

By CHARLTON BATES STRAYER

THE League of Nations is a certainty. Increasingly it is coming everywhere to be recognized that, in the words of the *London Observer*, "No League, no peace for long. Without some new principle of association between peoples, the settlement, as usually projected, would not last five years." Some of my readers have expressed their criticism of any one who failed to give unqualified endorsement of the League constitution as first proposed. I belong in that class. I have stood for the League principle from the beginning, and have believed first place in the Peace Conference deliberations belonged to it. But I never took the attitude that the preliminary draft of the League constitution should not be subjected to constructive criticism. Its publication was for this purpose. Unfortunately all criticism has not been impartial and constructive, but much of it has. Ex-President Taft, President Lowell of Harvard and ex-Secretary of State Bryan have been among the staunchest supporters of the League of Nations principle, but they, as well as its friends in the Senate, have asked that numerous changes be made in the phraseology and that certain reservations be made to protect American rights. President Wilson now acknowledges the wisdom of such constructive criticism. In his latest statement, the President says, "During the last few days the commission has been engaged in an effort to take advantage of the criticism which the publication of the covenant has fortunately drawn out." Criticism has expressed itself in all of the nations involved, but that in the Senate and press of the United States has been the most drastic. The effort is now to get the constitution of the League in such shape as to meet the approval of the Powers and to receive favorable consideration from the Senate. The Senate naturally does not intend to abrogate its constitutional rights of "advice and consent" in the making of treaties. It is to be regretted that a spirit of conciliation on the part of both President and Senate was not more in evidence during the President's brief visit at Washington.

"A race between peace and anarchy" is the way one delegate at the Peace Conference has described the European situation. The general impression has been that the League of Nations was responsible for holding up the peace treaty. President Wilson has specifically denied this, stating that the conferences of the commission on the League of Nations have invariably been held so as not to interfere with other commissions charged with formulating the terms of peace, and that the revised League draft is ready ahead of the peace treaty. The problems are the most numerous, momentous and conflicting that have ever confronted any peace conference in the history of wars. In addition to the treaty of peace, it has the task of forming a society of nations to preserve peace, in effect the establishment of a new world order. Friend and foe alike of the League of Nations plan are growing more impatient with every day's delay in concluding peace. A correspondent who has supported the plan of the Conference in working out the League and the peace treaty says that this irritation over delay is "shared, strangely enough, by men who are part and parcel of the effort to make peace."

Mr. Frank A. Vanderlip, who has been investigating conditions abroad, says, "The first essential step is fixing the terms of peace. The danger from delay cannot be overestimated." Says the *New York Times*, "The world cannot with safety put up with any further postponement of peace." The *London Evening Standard* says, "Further delay is undesirable, if not dangerous." Richard V. Oulahan, special correspondent of the *New York Times*, cables, "Throughout the whole of Central and Eastern Europe things are in

turmoil. The danger of the spread of Bolshevism seems to be greater now than at any time since the armistice was signed." I do not agree with those who have held that an early signing of a treaty of peace would automatically and effectually have checked the rise of Bolshevism. The cure of Bolshevism is not in any treaty or league, but the food shortage, the idleness, the industrial stagnation, the weakness of existing governments among the defeated powers while peace is delayed all tend to fan the flames of Bolshevism. A just and speedy peace will do more to check the fire than anything else that can be suggested.

Hungary as a Warning

The surrender of Hungary to Bolshevism should convince the most indifferent that Bolshevism is a real menace to Europe and not simply stage thunder. Its advance into Hungary has been due, in part at least, to the delay of the Peace Conference and the lack of policy toward Bolshevism. The *New York Times* calls it the "natural sequel to the appalling blunder of the Prinkipo proposal." "The Peace Conference," says Frank H. Simonds, "invited the Bolsheviks to Prinkipo eight weeks ago, and by way of answering the invitation, the Bolsheviks have come, not to Prinkipo, but to Budapest." The Red revolt in Hungary should jar the Peace Conference into action. Bolshevism has definitely crossed the Russian frontier. It is on the advance. If a strong Allied military force is able to check that advance, it should be dispatched at once. Whether Berlin has cooperated with Budapest and Moscow or not in stirring up the Hungarian revolt, the result will be to the advantage of Germany in speeding up the peace treaty.

The Russian Muddle

There would have been no Hungarian problem if the Russian problem had been met promptly and fearlessly. The mistake was made in not going to the aid of the conservative and orderly elements in Russia in the early part of the revolution. When the Allies did intervene, it was not in sufficient force to be effective. When the United States sent a limited number of men to Siberia it was mainly with the idea of the moral effect of their presence rather than their active military use. As a result of this tardy, half-hearted, watchful-waiting policy on the part of the Allies and America, Russia got entirely beyond them. With the failure of the Prinkipo conference plan, the Peace Conference apparently adopted the idea that the solution of the Russian problem might be postponed until the conclusion of the treaty of peace. The surrender of Hungary to Bolshevism has helped to convince the Paris Conference that no satisfactory peace can be arrived at which is not preceded by a solution of the Russian problem. It is now reported that a Russian policy is being worked out, but with the greatest secrecy. Two disciples of radicalism have visited Russia to study the situation for the benefit of the American delegation. Will a solution based on the recommendations of those with sympathy for Bolshevism make for stability or order? Commenting on the entire lack of a policy toward Russia, the *New York Evening Post* says, "Men of queer, freakish minds, ignorant of Russian, have been sent to bring back their tales from Moscow. These eccentrics have not been taken as oracles by the American peace delegation, yet they appear to have confused its counsels. One temporizing expedient after another has been adopted and abandoned. Never has there been a clear-cut decision firmly based." On the biggest single problem before it—saving Russia from Bolshevism and German domination—the Peace Conference has failed to find a solution, because of its failure to grapple the problem fearlessly.

Make your Ford Transportation even more Economical.

NEARLY a million Ford owners have found that maintenance and tire costs are reduced approximately 30 per cent and a large saving is made in fuel by the

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They protect riders from disagreeable shocks and jolts—make any Ford ride as smoothly and comfortably as a \$2,000 car. They make the car safer, preventing sidesway at high speeds. The same shocks that disturb the passengers, also rack, strain and wear out the car. Hasslers prevent squeaks, rattles and deterioration. They make a Ford car or a Ford one-ton truck last longer and give it a higher resale value. The spiral, conical springs of chrome-vanadium steel compress on either upward or downward movements. They last and make the car or truck last.

HASSLER SHOCK ABSORBER, PATENTED

CONICAL SPRING AT THIS ANGLE PREVENTS SIDESWAY

STOP ON LINES PREVENTS UP THROU

SOFT AND RESILIENT ACTION DOWNWARD

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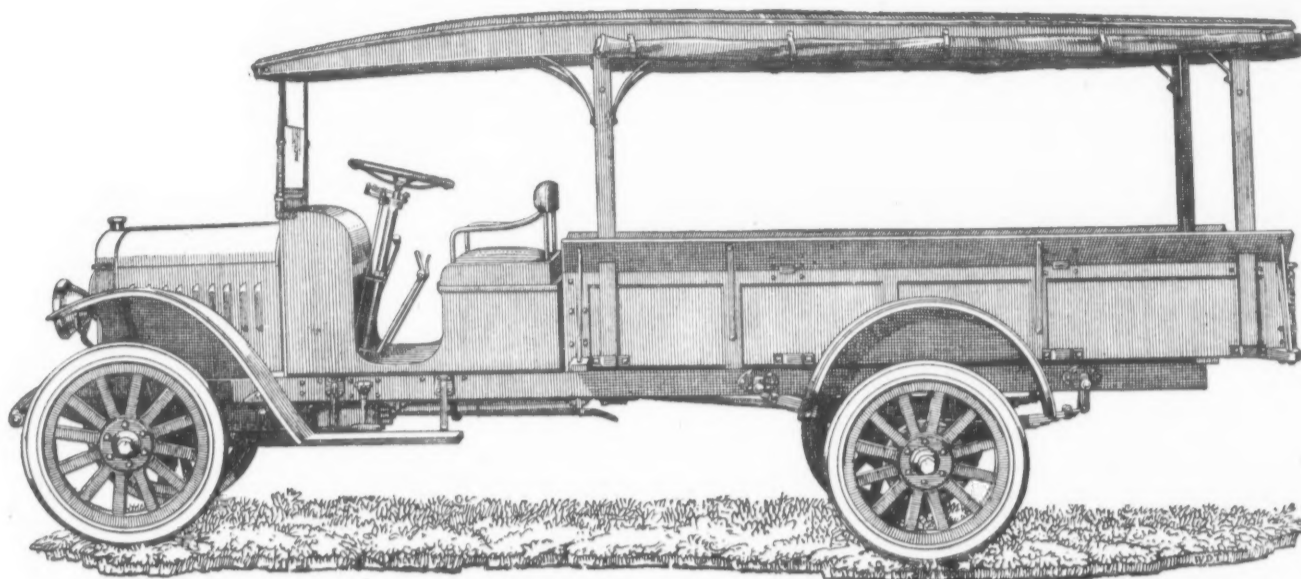
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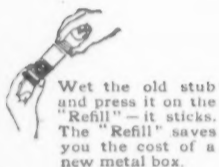


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Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

Weekly Suggestion. Besides the weekly Digest (pp. 519-521), attention is specially called to the double page (526-527) covering the possibilities of the new mode of transportation. A review of the development of transportation and its tremendous far-reaching effects upon our own history and world history as well would furnish an excellent background for considering the possibilities of change which will follow the introduction of this new method. Consult a book like Johnston's *Elements of Transportation* (Appleton) or Bogart's *Economic History of the United States* (Longmans). An interesting reconstruction problem is that suggested on p. 525. The problem involved in pacifying the world and [the relation of the Peace Conference to the same are suggested in the pictures and articles on pp. 517, 519-521, 540, and 542.

Transatlantic Air Raids, pp. 526-527. What are the two main types of aircraft shown here? What are their main points of difference? Which is likely to prove the more successful in transatlantic travel and why? How many different nations are represented here in the aircraft shown? What seem to be the main points of excellence of their machines? To what extent have the governments interested themselves in these efforts? Justify such interest. What other business enterprises has our Government sought to promote and in what ways? Is this a proper function of government? Discuss. (Look up the relations between this Government and the railroad in the early days of railroad-ing.) What are our chances of a successful transatlantic flight and the maintenance of an air line with Europe? What has been accomplished by aircraft already which seems to justify the permanent establishment of air lines between the different continents? Work out a set of world terminals for the air lines of the future. To what extent will present railroad or ocean terminals serve this purpose? What nations are likely to profit most by air lines? How? Will the establishment of such lines strengthen or weaken a possible League of Nations?

Pictorial Digest of the World's News, pp. 519-521. What is the most important development illustrated here? What do you consider the most interesting picture? Would you select the same picture to answer these two questions? Why? Compare the persons shown here as to their part in the events touched upon and their responsibility for them. What is the particular task ahead of each? Try to group these pictures as far as possible. Is any of the foreign news directly connected with or responsible for the domestic happenings noted? Do they explain what is taking place in this country or are there any points of connection which are important to note? Do not fail to locate these events on the map. What is the advantage of locating them in this way?

Tsar Pictures, p. 528. Locate on the map the city where the Tsar was held in captivity. How important a city is it? For what is it noted? What sort of quarters were assigned to the royal family? How did these compare with those to which they had been accustomed? Could the treatment of the Tsar and the execution of the royal family be justified? How does it compare, for example, with the execution of Charles I or of Louis XVI? Mr. Dillon in his interesting

study of the Tsar in the *Eclipse of Russia* (Doran) compares the Tsar and Tsarina to Louis XVI and Marie Antoinette. In what points were the careers of the royal pairs similar? Do you regard his comparison as a fair one? How great an influence have the royal family exercised upon Russia? Look up the history of the Romanoff family, now extinct as the result of these executions. An interesting set of stamps appeared a few years ago celebrating the 300th anniversary of their accession to power. These contained the pictures of the most celebrated members of the family. Who would they be? What other dynasties have enjoyed a long period of power?

The Press and the Peace Conference, p. 522. How important a part is the press playing in the Peace Conference? What newspapers would you expect to find represented directly by the correspondents pictured at St. Goar? Why should they be invited to witness this particular event? How does the American press compare in power and influence with the French? the English? Compare some of the comments from the French and British press quoted in our papers with some of our editorial comment. What differences, if any, do you note? How long has the press played an important part in shaping things in this country? How about France? England? What of the rest of Europe? Where would you expect the press to exercise the least influence in Europe and why? Point out some illustration of the influence of the press in your own town or city.

Now Korea Pleads for Independence, p. 523. Are these pictures any argument for the independence of Korea? How does it happen that Korea is not independent? (Consult a good encyclopedia article on this point.) In what way is the Japanese Government connected with the life pictured here? Is the connection at all close? What are some of the important operations connected with these industries? Which is the most important of these industries? What other parts of the world are engaged in them? How important are roads to their maintenance? Why should the question of independence be raised at this time? What interest, if any, has this country in Korea's plea?

Cities of France Shall Rise Again, p. 525. These pictures and the article should be taken up after a detailed study of the picture of Esnes on p. 525. What are some of the problems connected with the re-peopling of the country and the "reconstruction" of the same? How do these groups of farm buildings compare with "the American plan" as illustrated by the farms in your neighborhood? How would such a village as Esnes compare in appearance and plan with a village of the same size in this country? Of what advantage will this rebuilding be to the French people? How different would the life of a French family be from that of an American family living in the country? Do you know of any efforts being made through Government agencies to influence and shape life in the country on this side of the Atlantic? How large a part of our people live in the country? How do you explain this? How large a part of rural France was affected by the war? of industrial France? Which is the real problem to restore industry, or agriculture?

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The last pre-war figures show America's fire loss at the astounding figure of \$2.10 per person per year. This is what you and everyone else in America paid to fire in 1913—four times as much as the Frenchman paid, seven times more than the Englishman and far more than in any other country investigated.

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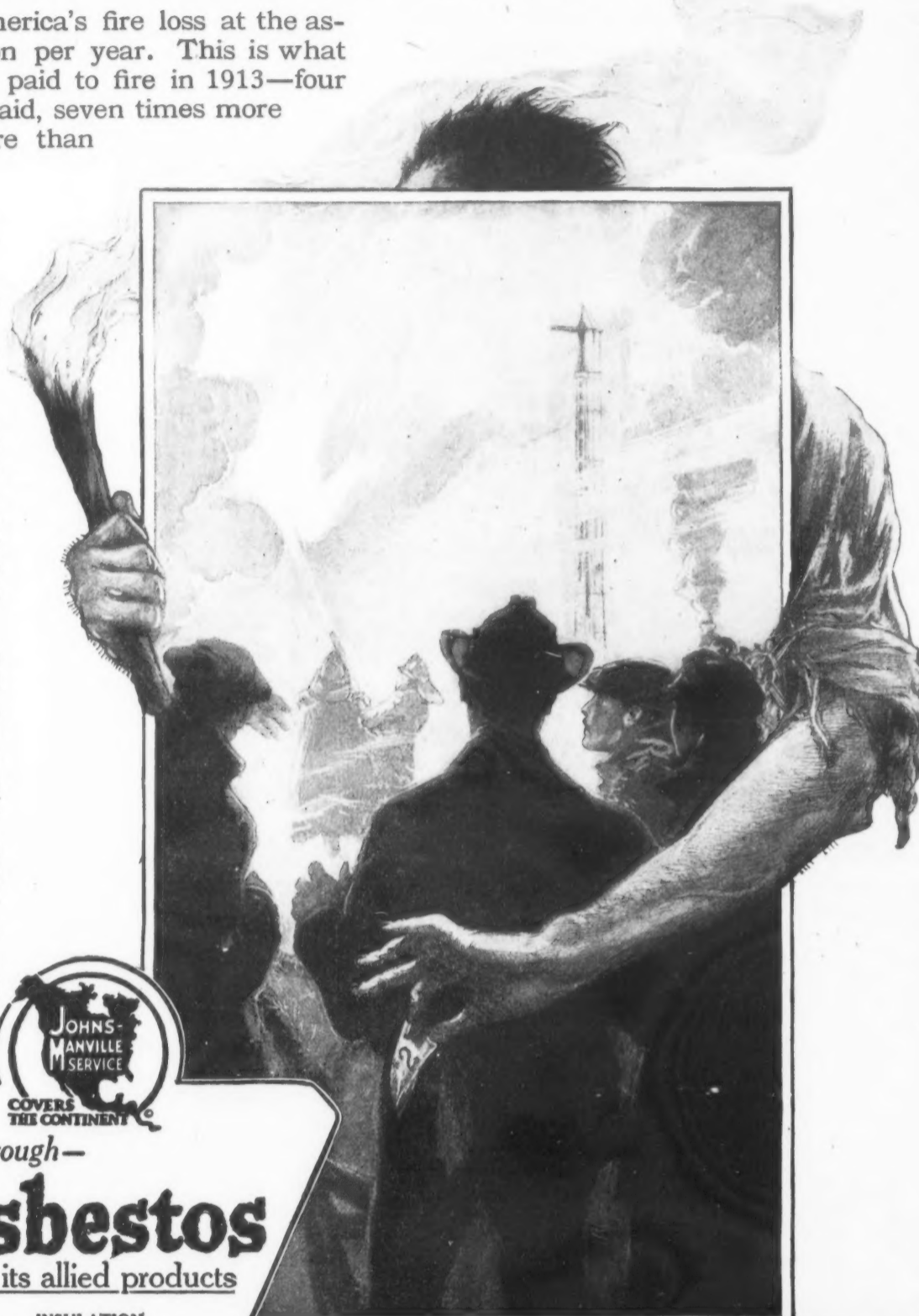


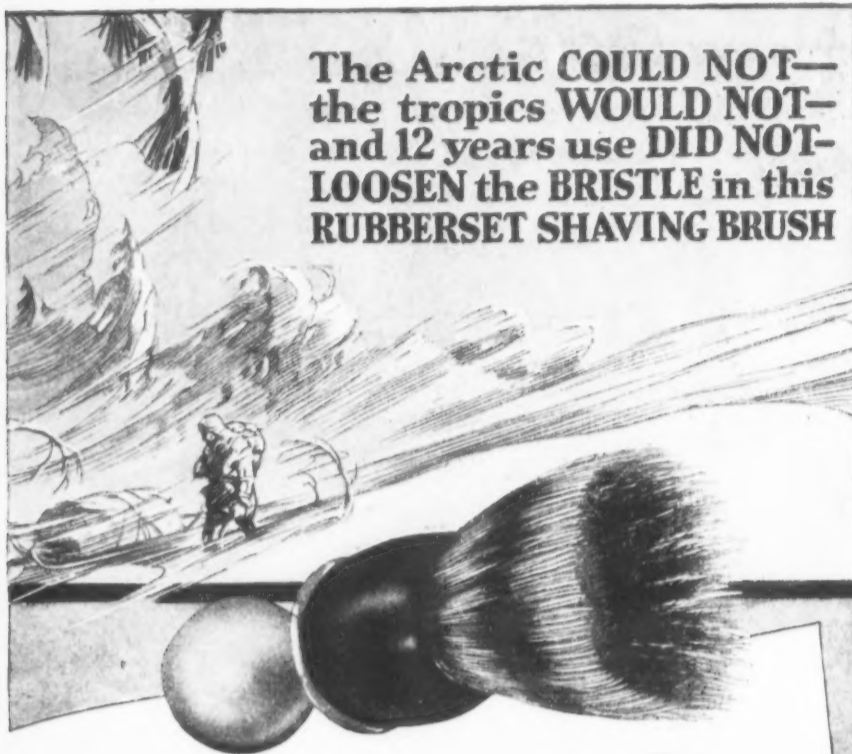
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Cities of France Shall Rise Again

Continued from page 525

change, the characteristics of the place, ask himself whether the destroyer could have passed that way; whether the inhabitants had not devoted the intervening years to carrying out modern ideas of town-planning.

Once the tourist in northern France drove along a thoroughfare wide enough for automobiles to pass three abreast until he came to a village. Then, passing into a street just wide enough for two vehicles to pass, he was obliged to exercise care in dodging children, geese, carts, and to steer clear of bad paving. On blowing the horn and turning a sharp corner he was more than likely to find himself coming to an abrupt stop behind a bulging load of hay. He passed through towns and villages by the score in which there were no playgrounds; in which the town hall, picturesque as it might be in design, was closely set in between other buildings, without the grace of open space or trees.

The destroyed towns, rebuilt according to carefully prepared improvement plans, will have wide thoroughfares of circulation; some will have broad byways around them. While these towns were once notably lacking in open squares, the tourist in days to come will find them plentiful—every town will have its Place de la Concorde, though on somewhat different proportions. The school and town hall, instead of being built tight-in, will stand in the midst of trees and playgrounds. Hygienic improvements will be many. The narrow streets will have been widened; narrow courtyards will have been opened to afford better light and air. Windows will be larger than formerly and better proportioned to the size of the houses and placed nearer the ceiling to give better ventilation. French villagers are tenacious of old customs, but even in the Meuse and the rest of the Lorraine district, where it has been traditional for the cows to use the same entrance as the children and other members of the family, it will be no longer necessary to pass through the barn to enter the house.

From 2000 to 2500 towns of France have been partially or totally destroyed. There are 500,000 damaged buildings, of which at least 250,000 have been totally destroyed. More than 1500 schools, 1200 churches and 1000 town halls must be rebuilt. In the German retreat in the Somme, the Aisne, the Oise, the towns were only partially destroyed by burning, so that many buildings can be repaired by putting on roofs and installing windows and doors. East of a line from Noyon to Ham, and north of a line drawn due west from Ham, the destruction was so thorough that in many cases one can not distinguish the site of a village from the shell-pitted field that is its grave. The Germans came within shelling distance and left little of Hazebrouck, Bethune, Arras, Albert, Compeigne, Rheims, Bar-le-duc, Toul, Nancy. During the last four months of war cities such as Noyon, Ham, Guiscard, Nesle, Roye, Soissons, Dormans and Fismes were almost completely destroyed.

Such figures give a faint idea of the magnitude of the problem of reconstruction and town-planning in the devastated area. It has been said that France came to the hour of reconstruction without a plan. Quite the contrary is true; it would be more accurate to say that every time the Germans fired a shell the French drew up another plan of reconstruction. There are, for example, nineteen sets of plans for rebuilding Rheims, and all are on exhibition in the cathedral city. Under the auspices of the Renaissance des Cites, a group of public-spirited French men and women, associated with architects and artists, plans are now being prepared for rebuilding and improving such places as Chauny, Couchy-le-Chateau, Arras, Albert, Tracy-la-Val and Ollencourt, Revigne, Clermont-ne-Argonne, Heiltz-le-Maurupt. Town-plan-

ning the future of the devastated area has in fact gone so far that it is possible to describe its appearance after the renaissance.

The town-planning system, known as the loi Magny, to which the Government is committed, provides that every town rebuilt must have its streets laid out, its grades eliminated, its shop corners improved by systematic plans. If the town itself fails to prepare such plans with the hired aid of architects and town-planners or with the volunteer assistance of such an organization as the Renaissance des Cites, then the work must be done for the town by the department under the Minister for the Liberated Regions. No permanent rebuilding can be done until the approved street plans are made.

The French townspeople are tenacious of their property rights and above all conservative. This conservatism is so marked that a Frenchman good-naturedly remarked the other day that he wouldn't be surprised if the villagers of Couchy-le-Chateau restored the ruins that came down to them from medieval times. Couchy-le-Chateau was known before the war for the ruins of a medieval wall some fourteen or fifteen feet thick; but the Germans, out of pure spitefulness, ruined the ruins. The trait of conservatism among the French townspeople will hardly lead to expenditure of effort in such restoration, but it does lead to a number of legal difficulties in the way of radically changing the character of the towns as some of the far-sighted groups of town-planners in France desire. Nevertheless the changes will be substantial, with due attention to preservation as memorials of such treasures as that at Arras. At Arras and elsewhere throughout the devastated regions signs have begun to appear forbidding removal or destruction of any material indicated by the sign. At Arras the treasure is an unblemished renaissance section of the famous Hotel de Ville. The tower of this building was pure Gothic. Other parts of the building were in the style of the Renaissance, and one of these parts remains undamaged. It will be preserved as a historic memorial. In this manner the conservative trait of loving what is old, what is graceful, will make for beauty throughout the reconstructed section of France. The trait of conservatism will operate in another way to prevent the installation of certain sanitary provisions regarded as essential in most American towns.

Sewers will not be laid in many of the towns as they are rebuilt. It will be a matter of twenty-five years before any great number of the reconstructed towns install sewer systems. The attitude of the authorities in most of these towns is similar to that of the city fathers of Poitiers. The Americans proposed to install an aseptic tank, a well-known means of sewage disposal. When the city fathers were approached on the subject they said:

"We've never had an aseptic tank. Our law says very plainly how sewage shall be disposed of." Then the merits of the aseptic tank were further explained. After due deliberation the city fathers said, "You may install the aseptic tank, but we shall watch you very closely and if anything goes wrong we shall hold you accountable."

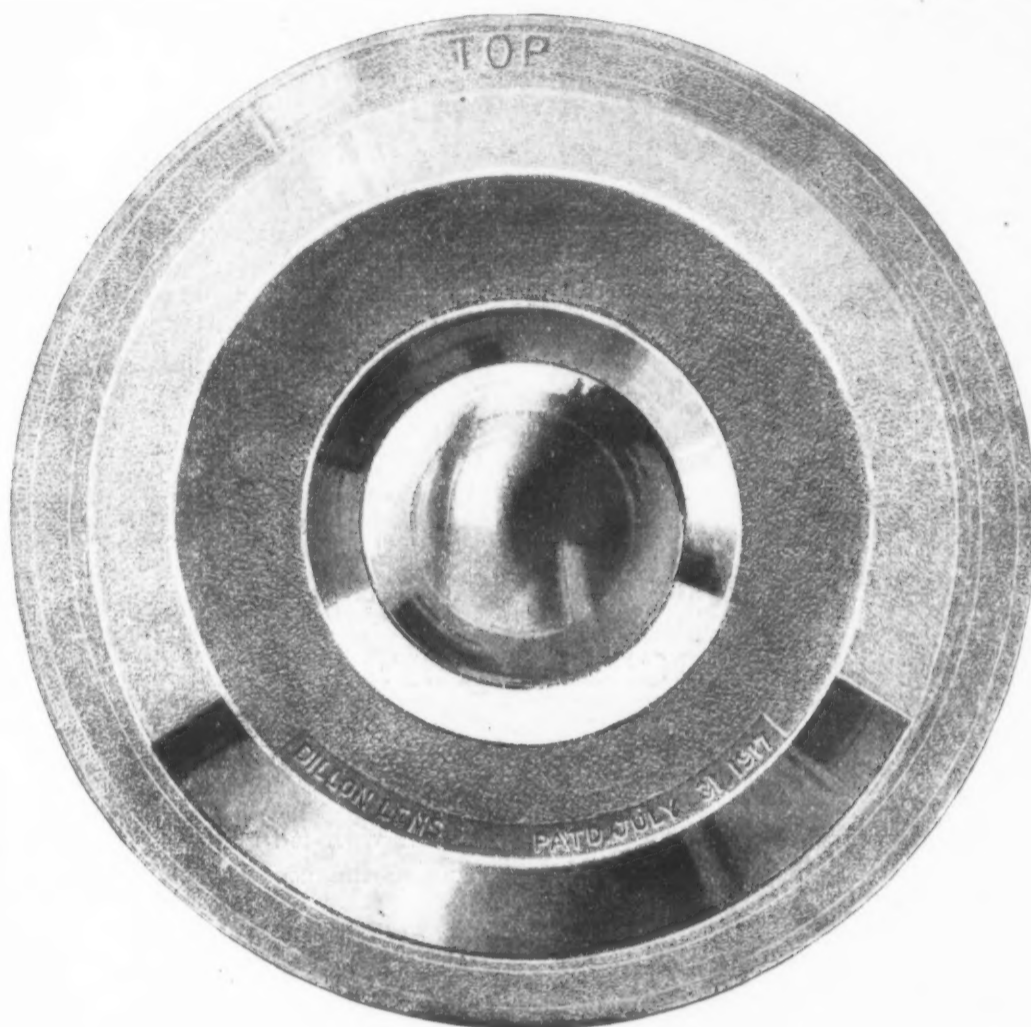
"What will you do if the tank is successful?"

"In that case," replied the city fathers, "we shall consider changing the law."

In general it can be said that the character of the towns is such an important factor with the townspeople that care will be taken to preserve essential old characteristics when streets are straightened, grades leveled, shop corners improved, and other fundamental changes made. In the outskirts of the larger towns and villages spacious tree-bordered streets, gardens and parks will be installed.

Of necessity some traditions dear to the

Continued on page 548



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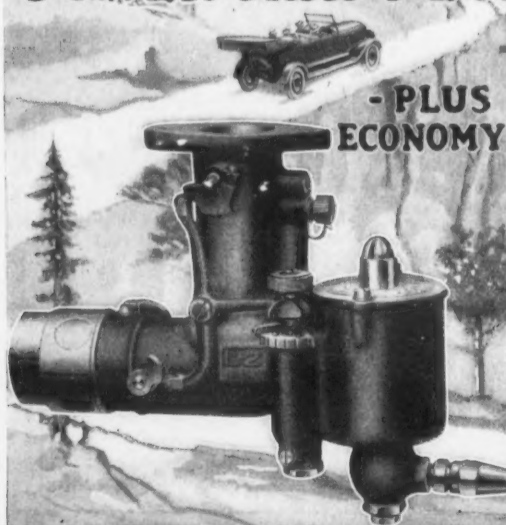
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Cities of France Shall Rise Again

Continued from page 546

provincial and agricultural communities are bound to be broken if the approved plans for reconstruction are followed. The plan of homes in the Lorraine district will be most radically modified. Here it has been traditional to use the street as well as the land back of the house as a stable yard. In this district the house plan has been as follows: an entrance from the street used by both animals and members of the family; on the right a kitchen and a bedroom not well lighted; on the left room for the animals—horses, cows, chickens—back of this on the same side a bedroom and then more space for animals. In accordance with model plans for rebuilding in this district the house will be as separate as possible from the animal quarters, while all the buildings of the establishment will be laid out about a square court to respect the farmer's desire to have his buildings for various uses join one another.

Playgrounds for every town and village in northern France are a departure of the first importance. There have been almost no playgrounds in France. In some of the larger cities there were small paved courtyards for the use of children, but they were not equipped with apparatus. The big playground of the Pommery Champagne plant, built five years before the war, was the first and largest in the country. There will be plenty of playgrounds in years to come, for the idea has been adopted by the city planners.

It is safe to say that 95 per cent. of the towns that are rebuilt will rise on the sites they occupied before the war. There are economic and topographic reasons why some of the towns should not be built on the old sites. Some were too far removed from railroad facilities; others were located unhealthfully near swamp land. Towns or cities that have such marked disadvantages will select locations more to their advantage.

Owing to the complications and uncertainties of the coming industrial revival of France it seems likely that some of the towns even after they are rebuilt may in the end have to be scrapped, or at least abandoned, as industrial centers. As France becomes intensively industrial—which is unquestionably her future along with the development of the higher arts and crafts of industrial workmanship—the population will tend to center in the cities. Partly this tendency will develop because the French people have sensed the meaning of higher wages and greater economic freedom, and they will seek the continued enjoyment of these things by turning to industry. Furthermore, the introduction of agricultural machines will mean that France can do with fewer agricultural villages and that she will tend to become a country of larger cities. These factors lead to the opinion that to a degree never before known in France the towns having the best railroad and water transportation will grow at the expense of the towns less advantageously located.

In the light of these facts the citizens of Rheims are giving anxious thought to the problem not only of immediate reconstruction of their city, but also of its future position in industry. Rheims has been the center of the champagne industry, but the industry has shown a tendency to move toward Epernay. When this tendency had developed the textile industry increased in Rheims. But this industry has shown a tendency to center in Roubaix. Before the war Rheims had a population of 125,000. Five thousand citizens have already returned to Rheims, but it is expected that many years will lapse before Rheims regains its full population, if it ever can. There are those who believe that 30,000 will be the largest population the new Rheims can achieve. Those who hold to the contrary say that the quality of the textiles produced in Rheims is so much superior that, in spite of longer hauls

and other disadvantages, the city will be able to regain its former position and prosperity. It is generally agreed among authorities on the subject that Rheims will grow quickly to a population of 30,000, and that thenceforth its growth will be slow.

The tendency to rebuild on the old sites is prompted not only by tradition but also by the new damage laws of France. The Deputies have voted unanimously for *remploi*, under which system a man will get through the Government full indemnity for his loss at the cost of building to-day; whereas if he rebuilds on a new site he will get indemnity to the amount of the cost of building before the war. *Remploi* was adopted so that the inhabitants would return to their original towns, a policy which the Deputies favored because of a close political interest with the communities they represent. Liberal minded economic students consider *remploi* an inadvisable measure, holding rather that the refugee or *sinistré* should be encouraged to build where he can do so to the best advantage.

Many difficulties are being encountered in carrying on the town-planning project owing to the fact that the Germans willfully destroyed boundary lines, walls and deeds. In French towns, because of an inheritance law that provides for equal division of property among the children, there are many small parcels of land owned by different individuals, some of these parcels being too small to build on. In many cases, on account of the destruction of deeds and boundary lines, it will be impossible to lay out again the exact piece of land belonging to a property owner. To meet this difficulty the law for *remembrement* has been adopted. This law provides that undeveloped property can be pooled and that through the total of this pooled property new streets shall be laid and that each member of the pool shall receive a new location on a good street of a size in proportion to the total he contributed to the pool.

The opinion of George B. Ford, a member of the American Red Cross Commission in charge of reconstruction work, who formulated the New York zoning law and city-planned Newark, Jersey City, Omaha, Cleveland, is particularly interesting as regards the length of time required for reconstruction in the liberated regions. Mr. Ford is undoubtedly the best-informed American in France on the various phases of reconstruction now in progress.

"It will be impossible to do any great amount of building," he said, "before 1920. During the five years following 1920 the work of restoration in accordance with plans for city and town improvement will go very rapidly. It will be fifteen or twenty years before conditions are anywhere near normal.

"In the work of reconstruction France desires as much as possible to use her own materials. The materials to be used must depend on the locality. Transportation is one of the principal determining factors. If France is to revive quickly and not be overwhelmed by German competition it will be necessary to use to the fullest extent materials to be found on the spot; for little transportation is available.

"America will undoubtedly play a large part in the reconstruction of the devastated area. Engineers and architects who have come to France in considerable numbers of late agree that Americans are not wanted to do rebuilding in France until the French themselves are fully occupied with the work. This point of view can easily be understood. When the French are fully occupied with the enormous task ahead, Americans in great numbers will be associated with the French on the job. Within a year, I should say, Americans will be associating in this way with the French to good advantage."

Is There a Revolution in Mexico

Continued from page 517

cently: "Keep this one fact in mind always: the true constitutionalists in Mexico are the revolutionists. Carranza is a military dictator entirely surrounded by brigands and assassins."

Let us see, then, who is who in revolutionary Mexico. Oaxaca is the one State where the Carrancismo have never had control and its present government is the last bit of the old, legitimate régime left. Jose I. Davilo is the civil governor, duly elected under the authority of the old constitution. General Guillermo Meixueiro is the commander of the army and the real power in the State. He is looked upon as one of the men on whom the future of Mexico depends. The city of Oaxaca is held by the Carrancistas, but nearly all the rest of the State is under the rule of Davilo, and it is about the most peaceful and well-ordered spot in the country. One of Meixueiro's lieutenants is General Higinio Aguilar, eighty-four years old and a veteran of the war against the French and the Emperor Maximilian.

Another romantic revolutionary figure is found in San Luis Potosi, where Señora Carrera Torres took command of her son's detachment of troops when he was killed by the Carrancistas. The chief of the revolution in this State is General S. Cedillo, his associates being Generals Adolfo Montemayor and Luis Ochoa.

Other sections of the Army of Reorganization are operating in the following States, under the command of the generals named: Tabasco—Fernando Villar and Antonio Escoto. Chiapas—Tiburcio Fernandez, R. Cal y Mayor and Alberto Pinada, the latter being military governor and controlling almost the entire State, which next to Oaxaca is the chief stronghold of the revolution. Guerrero—Jesus H. Salgado (a former Maderista), and Arnulfo Radilla. Michoacan—Gordiano Guzman (formerly of the Federal army), Octavio de la Pina, Jesus Cintora, Rodriguez Paliza, J. Altamirano. Sinaloa—Juan Manuel Fernandez Lazoda, Felix V. Diaz. Hidalgo—Albino R. Cerrillo (former Federal officer), Manuel V. Pedero. Puebla—Marcelo Caraveo, Rodrigo Zuriaga, Gerardo Reyes (Maderista), Arturo Arellano (Maderista), Celso Zepeda, Luis Medrano, Fortino Ayauquica. Tlaxcala—Cirilo Arenas (formerly a Carrancista), Alberto Paniagua. Mexico—Joaquin Jimenez Castro, Jesus M. Ramires, Marcial E. Hernandez. Jalisco—Juan Zavala. Tamaulipas and Nuevo Leon—Juan Andrew Almazan (a former Maderista), Sidronio Rodriguez Almazan Linares, Eliazar Zuniga, Carlos Obregon. Chihuahua—Evaristo Perez, a former follower of Orozco, who took the field only a couple of months ago.

All those named and many more have either signed the proclamation of the Reorganization Army or have adhered to its terms. It will be noticed that the names of three prominent anti-Carrancistas are not found in the above list—Villa, Zapata and Pelaez. The two last named are among the most active opponents of the government, but Zapata, while cooperating with the other revolutionists, has not endorsed the movement for the restoration of the constitution. Pelaez also cooperates in military matters, but his chief concern is to hold possession of the oil fields. The hostile attitude of Villa toward the United States is a barrier to his association with the Reorganization forces.

It must not be understood that all of these leaders have under their command large bodies of regular troops. Arms are obtained almost entirely by capture or purchase from the Carrancistas. Necessarily war waged under these handicaps is irregular and can not lead to decisive results. At the same time it can be continued indefinitely, and the fact is that more of Mexico is in a state of revolt now

Continued on page 550

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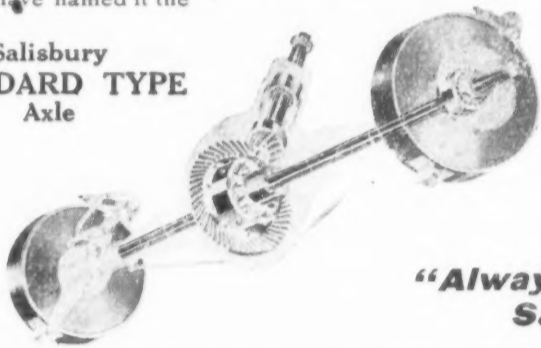


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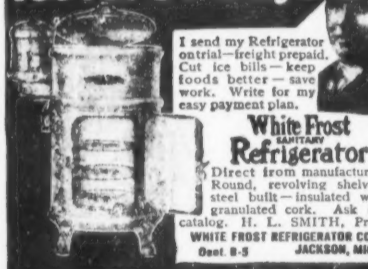
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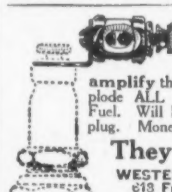
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Is There a Revolution in Mexico?

Continued from page 549

than at any time since Carranza took over the reins of power. The Reorganization Army claims 40,000 men under arms, and almost twice as many more who are ready to get into the fight as soon as arms can be provided.

The Reorganization Army has the endorsement of an organization of Mexicans known as the *Comités de Union Nacional*, the Central Committee of which is located in New York, while local committees are found at El Paso, Laredo, San Antonio, Brownsville, Rio Grande City, McAllen and Houston, Texas, and New Orleans. Committees are being formed at San Francisco and Los Angeles and in Cuba, France and Spain.

The president of the Central Committee is Señor Manuel Garza Aldape, a former minister of the interior of Mexico. Señor Aldape makes the following statement regarding the committees:

"It is the purpose of this organization to restore the constitution of 1857 and to secure for Mexico a government that will give to all, both natives and foreigners, equal justice and protection. We believe that General Diaz and the Army of Reorganization afford the only means of bringing this about. General Diaz is very insistent that no action shall be taken concerning him that can be construed as antagonistic to the United States or an infringement of its neutrality. He has lived in this country, speaks its language, understands its people and considers its friendship essential to the success of any government in Mexico.

"I know General Diaz well. He is a man of the best motives, and I am sure that he has no political ambitions for himself, but only a patriotic desire to see Mexico return to peace and good order. Unfortunately there is no way to bring this about except through war. When that war has been fought to a successful finish General Diaz will give his support to the man best fitted to be president, insisting only that he must be elected by a full and free vote of the people and not by such a travesty of the electoral process as put Carranza into the presidency.

"General Diaz has been carrying on this war in spite of great obstacles for three years. His success is due solely to his attitude toward the people and to their confidence in him. He is the first leader in Mexico in recent times to make principles rather than personality his standard and I am sure that will be successful sooner than you now think."

Pedro del Villar, the secretary of the Central Committee, thinks that with a sufficient supply of arms General Diaz could overthrow the Carranza government in three months, and bring peace to Mexico. He says that the money can be had to purchase munitions, but that nothing can be done so long as the United States maintains an embargo on the shipment of war materials to the revolutionists.

The only indication of the attitude of Washington is found in the fact that small shipments of cartridges have been allowed to go through to Carranza recently—none to Diaz. If the revolution is as strong as we are told it is, it will not lie down and die because it is not recognized in Washington, and fighting will continue indefinitely in Mexico, with all that means of suffering and death to the population.

Many who have studied the Mexican question have come to the conclusion that the best policy for the United States to pursue is to quit meddling and let the contending factions fight it out, letting both sides buy all the munitions they can pay for. This would give both a square deal and would lead to a definite settlement—something quite out of the question under the present policy of our administration.



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Presidential Possibilities in 1920

Continued from page 529

This undercurrent of opinion is irresistible. It is moving in every section of the country. In recognition of it, some Republican leaders already are giving attention to the idea of nominating a strong business man, like Governor Lowden, or Edge of large executive ability, whose selection would prove a reassurance to the anxious taxpayer. Another of the men mentioned in these casual conferences among Republican leaders is John N. Willys of Ohio, the automobile and airplane manufacturer. One of the things that commends Willys to the Republican leaders is his strength among the laborite-progressives. Because of the advanced profit-sharing system in his big plants, he has been praised enthusiastically by the most radical reformers. He has achieved great success through his own efforts; has learned how to make money and therefore knows how to save it. His eligibility is enhanced by the fact that he comes from Ohio, a recognized source of Presidential timber.

The Democratic situation is even more obscure. National Committeemen say Mr. Wilson wants to write a book and will not run. He certainly can name his successor if he wants to. Nobody can safely underrate his strength as a candidate, should his party overrule his objections against trying it again. Already there is talk of unhorsing Clark as party leader in the House because of a distant murmur of the Presidential bee.

McAdoo, who made the Liberty Loans go, launched the Federal Reserve and Farm Loan systems, and consolidated the railroads for war use, has been regarded as a strong potentiality for the last four or five years. His connection with the movies upon resigning the Treasury Secretaryship is accepted by some of his friends as conclusive proof that he is through with politics.

Baker of the War Department might be thought of by the President in considering some one to take the titular leadership of his party. He would be a bitter dose for the Democratic politicians and could not unite all party elements. His supposed mental resemblance to Wilson would not be enough to set him up in a going political business.

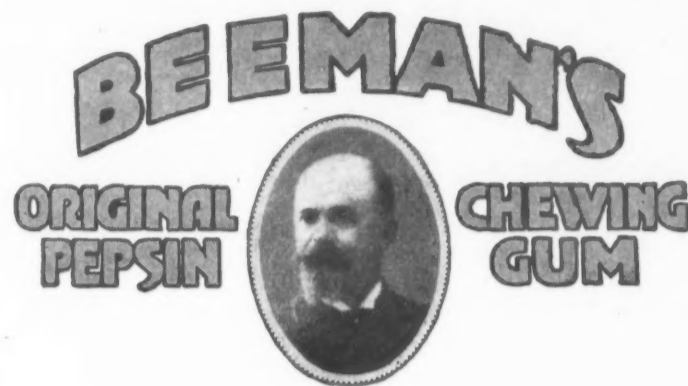
Josephus Daniels is said to have himself under consideration in connection with the Presidency. His friends submit that a man who administered the Navy Department so efficiently, who was so radical on price-fixing and so advanced on suffrage and the liquor issue ought to have a chance.

The suggestion is even heard that the Democrats choose Pershing. Pershing is a great admirer of Wilson. He has kept out of politics, as Wood has done. "Why," ask some Democrats, "shouldn't we profit instead of the Republicans from Pershing's work in France? A Democratic Administration sent him there."

Little is heard of Underwood, so prominent a candidate in 1912. An admirable, quiet figure in the Senate, he has devoted himself to inconspicuous but arduous labors, apparently content to miss the headlines.

The followers of Mr. Bryan still throb when the Presidency is mentioned. He was first in the field for prohibition. He supported the currency measure. Now he is claiming that his peace treaties form the real basis of the Wilson League of Nations. To the extent of this origin, he praises the League plan, with some intimations that he could have done one better. He has no unreserved praise for Mr. Wilson. Possibly he harbors resentment at the way the Wilson managers held him out of the limelight in the last Congressional campaign. Relying upon his strength in the West and South, he is undoubtedly hoping for the Democratic nomination, just as he sought it in 1912. He may try to manipulate a field of fellow-candidates just as he did then.

The Democrats are keeping mighty quiet, waiting for a trustworthy inkling of what Mr. Wilson intends to do.



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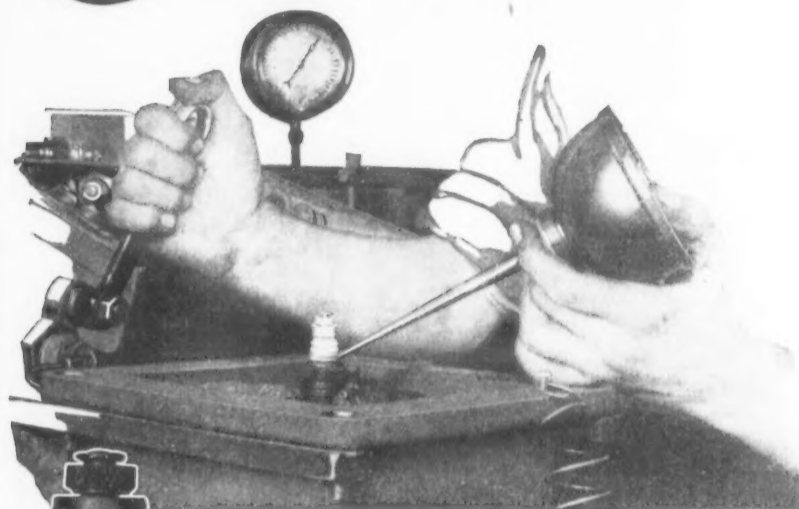
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The Press and the Peace Conference

Continued from page 522

boils are not associated together, but metaphorically it might be said that the coming to a head of this boil was good medicine for everybody's nerves. Common sense had a chance to step in and lance the boil by pointing out that while it may have been a mistake to hold the Conference in Paris, it now would be utter folly not to get on with the work.

It has been so long since the Peace Conference started, not in days but in rumor succeeding rumor, that it is impossible to remember just what were our preconceived ideas as to how the Conference actually would function. It does come within remembrance that whatever we expected, we did expect that all would be different from any conference ever before held. It is also hard to turn back the hands of memory's clock to that first united fight by the British and American press for admission to the plenary sessions of the Conference. It seemed to be a rattling victory—but in the cold, unshadowed north light of subsequent news value it was mostly rattle.

It is into this maze, then, of moving round and about the closed circles of secret meetings of the various commissions that the press finds itself. In the greetings of reacquaintance between the members of the fraternity in the early days, the first question often asked was, "Are you sending news or color stuff?" News meant daily cables. Well, the daily news breaks thick enough to jam the cables for all the words they can carry. But alas for color stuff! To write a story which will hold any news interest for a week means genius, educational preparation, hard work, and an intimate personal contact with men on the inside. To write a story good for a month—well, that's a matter of downright luck. Purely educational articles—and America is not above needing and asking even for the didactic facts of history and geography and racial distribution—may be had *ad lib.* from experts (even unprejudiced experts with no axes to grind), but the news connection is thin. *Absolutely* (to take refuge in the rhetoric of absoluteness), if one withdraws to a Parnassus to obtain a bird's-eye view, the mists blur the landscape; and if one hangs about the conference doors the forest is indeed obscured by the trees. For color stuff there is neither the luminous delicacy of a watercolor nor the effect of oils laid on in thick pigments by a sure hand. The impression from seeing the Conference day by day is that of a canvas washed over from a palette upon which have been squeezed only secondary colors. The primary colors have been hoarded away in the closet hiding the words which can't be reported (yet), or that people either haven't said or won't say.

This situation may change in the wind-up when the final show-downs become necessary. In the meantime we digest the delicately put answer of the Conference to the press that at this stage "claims are being presented," and it might be embarrassing to have premature discussion.

There was one clause, however, in the proposed original total secrecy plan which died without having to be poisoned by anybody. That was the proposed rule that no member of any committee was to be allowed to talk about the affairs of that committee or of the Conference to any member of the press. Literally, if there had been enough M. P.'s in France to enforce such a rule, there would then have been at least five hundred deaths from bursting. "Demise from pent-up words," would have been the coroner's verdict. So far, no representative from any nation having a "claim" to go before the Conference committees has resisted publicity.

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posted on the bulletin board for the press that *Monsieur or Signor or Mister or Pasha or Rabbi or Cadif or Sheik or Chieftain Somebody-or-Other* will be pleased to meet the English-speaking press at such and such an hour. This generally means the expounding of some claim for territory or recognition of some sort. There is the unwinding of what the claim is in a prepared speech—and then follow questions. And the questions which the "hardboils" of the press can ask these days are posers. Many is the propagandist who has rued the day when he became so intrepid as to ask for queries.

One day it was a four o'clock meeting at the Russian embassy. What a picture! What a fictional picture! The walls of the embassy stand as in the old days of the pomp and circumstance of czarism. But within—only the tinkling glass pendants of the massive chandeliers remain. The thick rugs, the mysterious screens, the imperial furniture, the royal portraits—all have gone. It is a ghostly place of ghostly echoes as one's heels tramp on the bare floors. Waiting in the room is a man who once directed the united imperialistic right and might of all the Russias, and who once held up his hand and halted one great European war before its outbreak, confining the ebullition to the Balkans. I remembered his saying in Petrograd in the old days, just before the revolution, when speaking of a then burning question (which has now burned itself out so completely that it has been forgotten), "If that question is introduced at the Peace Conference, my confrères and I shall rise from the table and leave the room." And now he and his confrères are sitting in that deserted embassy, as removed from the peace table as if they were in a prison at Omsk, asking the press to come to listen to plans which are pleas, to presentations which are hopes.

A man pleads for a free port some place or other on the map. The press has grown sceptical. It looks him up to see what shares he owns in steamship lines. Another pleader finishes a peroration. Is this the cry of humanity, or is it the cry of a dollar in distress?

Into this world the American press has brought its native wit. The American journalist does not pretend to have come prepared to cover this biggest story of the century. But with few exceptions there is an acceptance of responsibility, the willingness to work unsparingly, and the canny understanding that the truth is the news. Later we shall have possibly the memoirs of President Wilson, or Colonel House, or David Lloyd George, or Bal four, or Clémenceau, or Venizelos—or possibly of all.

Back Home

"Gee, ain't they grand! just watch them step—
There's brother Jim, I know,
An' ev'ry one's so full of pep,
An' kick, an' snap, an' go
It makes me want to get in line,
A suit is all I lack,
Said little Bobby, 'ain't it fine—
My brother Jim is back!"

"Ah, there's our boy," say ma and dad,
"It seems but yesterday
Since he was just a little lad
And fond of soldier play,
But now there's firmness in his eye
That's business all through,
He helped to make the Germans fly—
We're proud of him, we two."

Then there's another—sh-h! a girl,
Though not a sister, yet
'Tis Jim's return that sets awirl
Her heart that can't forget.
She's somewhat more reserved, it's true,
In what she says OF him,
But don't think things she says to you
Are what she says TO Jim!

T. BENJAMIN FAUCETT.



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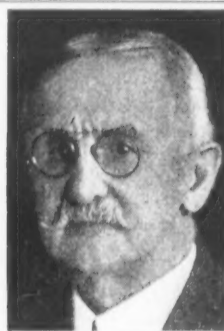
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Of Durham, N. C., "Father of Rural Credit Unions in North Carolina." He is president of the Durham Loan and Trust Company, and was a member of the American Commission which some time ago investigated rural credits in Europe.



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FRANCIS P. GARVAN

Of New York, formerly director of the Bureau of Investigation, who was appointed Alien Property Custodian to succeed A. Mitchell Palmer, made Attorney-General. Mr. Garvan served as Assistant District Attorney in New York eight years.



EDWIN BOONE

Vice-President and cashier of the National Union Bank of Reading, Pa., with which strong institution he has been connected for 58 years, having risen from the lowest position. He is one of the most prominent and successful bankers in his section.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their weekly and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be included. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Full name and exact street address, or number of post office box, should always be given. Anonymous communications will not be answered. The privileges of this department are not extended to members of clubs who are not individual subscribers.

EVERYBODY wants prosperity: the terrifying war is over. Its appalling cost staggers the world and leaves a good part of it on the edge of bankruptcy. But we came out of it, in spite of our expenditure of billions, with credit unimpaired, industries still actively in motion, wages at record figures, and national resources ready to supply the needs of all stricken nations.

There is reason, therefore, for the confidence in our future that far-sighted and sagacious men of affairs are showing and that Wall Street is reflecting. The war has taught us some vitally important lessons. Both the great political parties have learned theirs. One of these lessons is the utter fallacy of the Socialist argument for Government ownership of our railroads and public utilities generally. The people, paying 50 per cent. more for passenger rates and from 50 to 100 per cent. more for freight and express rates, and 20 per cent. more for telegrams, are impatient to have the Government return the railroads, express companies and telephone, telegraph and cable lines to their stockholders.

We have reason for optimism. The new Congress should soon be called into extra session. It will insist on putting a stop to the staggering expenditures we are making in time of peace. Senator Capper—just elected from Kansas—in a vigorous article in his weekly, headed "The Riot of the Billions," says: "One of the first things the new Congress should do is to establish a budget for the Government." I hope he will stick to this determination. President Wilson is on record in favor of it and if he will get behind it with all the force he displayed in passing the banking reform bill, we shall be assured of a budget system such as every other great nation has established long since.

Nor need we be greatly troubled, as the Old World is, over the labor situation. We pay a living wage, we give fair hours. We open the door for the efficient, honest,

industrious worker to rise in the world. No other country does this as we do. And some of our largest corporations, like the United States Steel, Willys-Overland, Colorado Fuel and Iron, National Cash Register and Standard Oil of New Jersey, are bringing their workers into such close contact and fellowship with the employers that we are having an exemplification of the real brotherhood of man as outlined by John D. Rockefeller, Jr. I note the current announcement that the Standard Oil Company of New Jersey, after a conference between its representatives and a committee of the employees in its big refining plant near Elizabeth, New Jersey, has bought 35 acres of land upon which it will build homes ranging in price from \$3,000 upward, and sell them to its employees on an easy monthly payment basis, the property to be managed by a joint committee of the company and its employees. Mr. Walter C. Teagle, the wide-awake president of the company, thus fortifies his prediction of still better times ahead. He has always been an optimist.

We are getting together all around. An epoch-making event has just occurred in the live stock industry. Instead of the constant warfare with the packers, the two have come together—live stock men and packers—to iron out their differences between themselves as fair-minded men always can do. The American has the disposition to do right. He is obstinate and bull-headed only when misled. We have had too many foreign notions intruded upon us. If any foreigner doesn't like the United States, let him go back home. If he is a disturbing influence, let us send him back, *nolens volens*.

The stock market has manifested a strong tone because of the optimism that prevails among our most sagacious and experienced business men. They believe in this country. They realize its enormous resources. They appreciate the unique position in which we are left by the war,

Reserve Stocks

OF OIL are at the lowest point since 1909. During last year consumption of crude oil in the United States exceeded production by over 58,000,000 barrels.

Cities Service Company is one of the largest producers of oil in the United States.

Its Preferred Stock yields about 7½% at present prices. Dividends of over four million dollars were paid on the Preferred in 1918, and the Company's earnings were more than five times the Preferred dividend requirements.

Monthly Dividends

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Price { \$4.87½ and Accrued Dividend
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Standard Gas for Cutting Iron and Steel.
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Five plants in operation.
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DENOMINATIONS \$100, \$500, \$1,000.

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Loans placed conservatively, only by expert appraisers and in best Agricultural districts.
We have loaned over \$3,000,000 without a cent of loss to any investor.
Bonds mature in 5, 7, and 10 years; denominations of \$100, \$500 and \$1,000. They NET 7 per cent to investor. Write for literature, today.

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Under This Heading "Free Booklets for Investors"

on page 555, you will find a descriptive list of booklets and circulars of information which will be of great value in arranging your investments to produce maximum yield with safety. A number of them are prepared especially for the smaller investor and the "beginner in investing."

as the world-provider. They observe the decadence of the political demagogue and the new vogue of the business men, North and South, East and West, who constitute our growing Chambers of Commerce. They have faith in the judgment of such well-known men of affairs as Judge Gary, J. Ogden Armour, A. Barto, Hepburn, Charles H. Sabin, Louis F. Swift and all the others of eminence in business and banking circles who are helping to roll away the clouds of pessimism.

I do not say that the rise in the stock market will continue, but its latent strength has been disclosed. There must be recessions, as there always are, but with the assembling of the new Congress, the declaration of peace and a solution of our price-fixing and railroad problems, still better prices may be anticipated for all well-balanced securities.

H., BRIDGEPORT, CONN.: National Conduit and Cable is slowly gaining ground after a disastrous experience. The stock seems like a fair, long-pull speculation.

F., UTICA, N. Y.: Emerson Phonograph Co. has not so far made a distinguished success. The stock is paying no dividends, and is still highly speculative.

M., ASHTABULA, OHIO. The pfd. seems to be the only stock of the Arkansas Valley Railway Light & Power Co. on the market. It is paying its dividend regularly.

K., MEDINA, OHIO. The election of Mr. McAdoo as president of the U. S. Steamship Co. would doubtless give the organization a better standing, but the rumor that he is to be chosen has not been verified.

W., TROY, N. Y.: The greatly decreased prices of Tennessee Copper's products—sulphuric acid and copper—make the outlook for the company somewhat dubious. The stock appears to be a long-pull speculation.

P., DANVILLE, ILL.: Southern Pacific seems at present a better long-pull investment than Great Northern pfd., though it makes a lower yield than the latter, or than Baltimore & Ohio common, whose dividend is less assured.

S., CINCINNATI, OH.: As the Interborough Consolidated is now in the hands of a receiver, investors are not buying. U. S. Steamship has become highly speculative since it deferred its dividend. A receiver has been appointed for one of its subsidiary companies.

W., PROVIDENCE, R. I.: As St. Paul pfd. is now quoted at near the price you paid, it seems better to hold the stock a while longer. The back dividends on Cal. Petroleum pfd. now total 7 per cent. The next quarterly dividend will reduce the arrears by 2 per cent.

B., CLEVELAND, OHIO: It may be a long time before Interborough common again sells at the price you paid. Until a higher rate of fare is granted the financial condition of the company is not likely to improve. Should there be a reorganization the stock would be liable to an assessment.

W., CHICAGO: The property of the Hermosillo Copper Co. seems to be promising, but owing to the trouble in Mexico but little work has been done on it in the past two years. Though there has been considerable development, the prospect of profits is dim, and the stock is just now a gamble.

S., DUBUQUE, IOWA: The prospects of Wilson & Co. and Swift International appear excellent, as the late substantial advance in the stocks indicates. Swift International is a dividend-payer, but Wilson & Co. has not as yet declared a dividend on common. The rise in each stock may have discounted its future for the time being.

F., ERIE, PA.: As no dividend is being paid on Maxwell first pfd., the outlook of the second pfd. is not bright. Motor companies are expected to do better after the reconstruction period and it would not be surprising if Maxwell second pfd. before long got above your purchase price. It does not seem advisable to sacrifice it.

B., DAYTON, OHIO: In spite of the decline from your purchase prices, American T. & T., Great Northern pfd. and Northern Pacific seem good to hold. Rock Island common is a long-pull speculation, and you will be required to exercise much patience before you are rewarded for its purchase. I do not advise purchase of the cheap stocks of new and untried tire companies.

J., DENVER, COL.: Keystone Tire common has had an almost abnormal advance. The stock dividend is likely to cause some decline in market price, for the new stock is liable to come on the market. It looks to a conservative observer as if the future of the stock had been largely discounted. Whether the extraordinary claims made for this issue are well founded or not, the future alone can decide.

M., LA JUNTA, COL.: National Transit is an S. O. subsidiary and makes an excellent return on market price. The property in Mexico controlled by Island Oil is extremely valuable and productive, but who owns it—Island Oil or Metropolitan Petroleum? There is litigation over it, and the stock of the side which loses is likely to suffer. The safer course is to close up the deal and wait until the situation is settled.

S., NEW YORK: The Federal Adding Machine Corporation was organized a little over a year ago with a capital of \$10,000,000. It bought out a going concern. It has done considerable work on Government war orders. It has contracted for the construction of 30,000 machines for delivery during 1919 and 1920. Until the net return from these is

realized, the stock will remain in the fairly good speculation class.

P., FAIRHAVEN, MASS.: To figure the yield of a bond selling at a discount, add the difference between selling price and par to the total interest payable to date of maturity, and divide the sum by the number of years the bond still has to run. If the bond is selling at a premium, add up the interest payable to maturity, deduct the premium and divide the difference by the number of years the bond still has to run.

L., PHILADELPHIA, PA.: On the present earnings outlook, New York Central would seem a better purchase than Penn. Railway. Philadelphia Rapid Transit suffered, like other public utility concerns, from increased cost of operation, which caused a considerable decline in earnings the past year. If it can maintain its dividends, it is in the class of good business men's purchases. Public utility companies are expected to do better after the reconstruction period.

K., PITTSBURGH, PA.: The financial position of the Kansas City Southern Railway is comparatively good, even under Government control. Though no dividends have been paid on common, 4 per cent. has been paid on pfd. for nearly 12 years. B. & O. pfd. is probably safe, if Government control does not hit the road too hard. But I would prefer a good industrial pfd. Lehigh Valley has declared its usual quarterly dividend on common and may be able to maintain that rate.

J., DENVER, COL.: However valuable its holdings may be, and capable its managers, it would be rash to predict that the "Home Oil Refining Company" will have a chance to duplicate the record of Houston or Texas Oil in the next 5, 10 or 15 years. The company has not made sufficient progress to assure its future and there are no dividends in sight. Many oil companies start with a flourish, but they do not always realize expectations. It would be safer to take your chances with one of the lower-priced established, dividend-paying companies like Cosden & Co., Oklahoma Prod. & Ref. or Anglo-American.

K., BALTIMORE, MD.: I have no further information about the Salt Creek Producers Assn. than is contained in the circulars you submit. It is possible that the association may prove a success, but that is not certain. At best, the stock is a long-pull speculation. Production does not appear to have reached the dividend-paying point. It might be well enough for holders of Midwest common to exchange their shares for the association's stock, but Midwest pfd. is already paying 8 per cent., and in its case the exchange would be giving up "a bird in the hand" for one "in the bush." Your safest course would be to sell Midwest, take your profit and invest in the stock of an established, seasoned, dividend-paying company. Midwest is a speculative stock not to be confounded with Midwest Refining, a stock of solid merit.

H., PITTSBURGH, PA.: Inspiration Copper, Pierce Arrow common, Columbia Gas & Electric and American Beet Sugar common may be classed as business men's purchases. If you want a steel stock for speculation investment, Midvale seems as good as any; and Atchison is a good rail. With your \$30,000 you could make excellent diversified investments as follows: Bonds—United Kingdom 5½%, of 1921 or 1937, Dominion of Canada 5½%, Penn. general 5½%, Union Pacific first 4½%, N. Y. Central ref. 4½%, U. S. Rubber ref. 5½%, and International Mercantile Marine 6½%; pfd. stocks—Amer. Woolen pfd., Amer. Locomotive pfd., Corn Products pfd., Atchison pfd., U. S. Rubber first pfd., C. C. & St. L. pfd., Kansas City Southern pfd., Pierce-Arrow pfd., Beth. Steel 8½% pfd. Cosden & Co. is well regarded because of its undoubted possibilities. It has large holdings of proven and producing oil lands, operates a great refinery, has 400 miles of pipe lines, over 700 producing wells, and is paying dividends at the rate of 50c. per year. Earnings are estimated at several times the yearly dividend. The company is drilling in the Ranger field, where it is said to have 350,000 acres. The company's net investments are figured at \$50,000,000. Its operating profits in 1918 exceeded \$6,000,000 and surplus increased 50%. Its capitalization and bonded debt are large, but this is due to acquisition of property and extension of business. The stock received a set-back some months ago when dividends were paid in scrip, but cash payments were resumed and are likely to be maintained. It looks as if the patient holder of Cosden stock would in time be well rewarded. You could hardly sell your Russian bonds to advantage while the chaos in the country continues. Should there be an improvement in conditions there, you might get a better price. For the present it would appear advisable to hold the bonds.

Bond Inquiries

S., FREDERICKTOWN, PA.: Beth. Steel 7 per cent. short-term notes and the Wilson and Company 10-year 6's are reasonably safe.

C., PLATTSBURG, N. Y.: Among first-grade bonds are C. B. & Q. joint 4½%; U. S. Steel 5½%; Beth. Steel first mortgage 5½%; Lake Shore debenture 4½%; Southern Pacific ref. 4½%; Norfolk & Western first cons. 4½%; West Shore 4½%.

W., STANDISH, MICH.: There are no strictly "conservative" bonds making a yield of 8 per cent. Erie Conv. 4½% B are selling under 50, and are far from gilt-edged. United Light & Railway 7½% are pretty well regarded. Peerless Truck & Motor 6's are probably safe.

B., JANESVILLE, WIS.: The C. M. & St. P. 4½% ref. bonds are not a first mortgage, but are fairly well secured and promise in time, through the retirement of prior liens, to become first mortgage. When the railroad situation clarifies, as it must in time, these bonds should sell higher. It does not seem advisable to sell them at a loss. From an income point of view, it would be difficult to exchange them with advantage. The situation is so unset-

led that I do not advise the purchase of Hudson and Manhattan ref. 5's or I. R. T. 5's.

New York, April 5, 1919,

JASPER.

Free Booklets for Investors

Joseph E. Thomas & Co., Inc., Third Avenue and Spring St., Seattle, Wash., offer 7 per cent. loans of their own selection on improved property in their thriving city. They invite correspondence.

L. R. Latrobe & Co., 111 Broadway, New York, specialize in high-grade Curb securities, and invite orders for cash or on conservative margin. The firm will send its "Independent Oil Booklet" to any applicant.

A portion of an issue of \$50,000 of 7 per cent. bonds secured by first mortgage on business property is offered by the Northern Bond and Mortgage Co., 808 Third Ave., Seattle, Washington. The company will supply illustrated details.

Investors in doubt as to what securities to buy should consult "Suggestions," a treatise published by J. Frank Howell, member Consolidated Stock Exchange, 52 Broadway, New York. Mr. Howell will send it on application for booklet L.

The "Bache Review" ranks among the best weeklies published by responsible financial houses. Investors and business men acknowledge its value. Free on application to J. S. Bache & Co., members New York Stock Exchange, 42 Broadway, New York.

Thousands of investors, as well as banks in every State, have found Seattle improvement bonds satisfactory investments. They are income tax exempt and can be had to net 5½ to 6 per cent. Full information is given in circular A 4510, sent to any applicant by the Northwest Trust & Savings Bank, Seattle, Washington.

Undoubtedly oil is to play a great part in the future prosperity of this country. A series of informative articles on the petroleum industry is appearing in "Securities Suggestions," the semi-monthly published by R. C. Megargel & Co., 27 Pine St., New York. To obtain free copies ask the company to mail you 27-D.

"Questionnaire for Investors," the booklet issued by S. W. Straus & Co., 150 Broadway, New York, and now in its fourth edition, is an instructive piece of literature which all investors might well consult. It shows how to test the safety of investments and how to avoid losses. Copies of this publication may be obtained by writing to Straus & Co. for circular No. D-903.

The purchase of 6 per cent. first mortgage real estate serial gold bonds, which do not fluctuate and which are amply secured, is recommended by the Federal Bond & Mortgage Co., 90 E. Griswold St., Detroit, Mich. The income from these bonds is declared to be safe. For fuller information read "Questions and Answers on Bond Investment," which the company sends free.

To many people no kind of saving appeals so strongly as does the partial payment plan of buying good dividend-paying securities. "It grows in interest like a game," and it confers solid benefits on those who utilize it. Anybody can invest while he saves. To learn how, send for booklet B-4, "The Partial Payment Plan," to John Muir & Co., the well-known specialists in odd lots, 61 Broadway, New York.

For \$487.50, one can buy 100 shares of the 7 per cent. pfd. stock of the Carbo-Hydrogen Co. of America, with 25 shares of common as a bonus. After fixed charges and pfd. dividends, the company reports earnings of about 6 per cent. on common. Further details may be learned from circular L. W., mailed to any applicant by Farson, Son & Co., members New York Stock Exchange, 115 Broadway, New York.

Various parts of the world are being troubled by labor disturbances. Many lines of industry are in danger of being affected, and captains of business are often in doubt in regard to buying raw materials. They should consult Babson's Reports, which forewarn of dangers ahead and supply reliable statistics. Particulars regarding these reports may be had by applying to Dept. K-34, Babson's Statistical Organization, Wellesley Hills, Mass.

The partial payment plan for buying selected investment securities has been adopted by the Bankers Mortgage Co., Des Moines, Iowa. The company sells on this plan Iowa municipal bonds, first farm mortgages, first farm mortgage bonds, industrial, public utility and railroad bonds. The denominations of these issues are \$50 to \$1,000. The company will furnish any investor with descriptive booklet, No. 1534, full information and a list of securities.

Public utility bonds of the best character are at present prices making liberal yields. In the selection of such securities the investor will find it to advantage to obtain the expert advice offered by the National City Company, National City Bank Building, New York. This company deals extensively in bonds, short-term notes and acceptances. It has exceptional facilities and employs an experienced force. The company can be consulted in person or by mail at its offices in New York or its branch offices in 35 other cities.

A helpful booklet, "Investment Recommendations," is published monthly by the bond department of the Guaranty Trust Company of New York, 140 Broadway, New York. Bond-buyers of all classes will find it of interest. The booklet describes Government, municipal, railroad, public utility and industrial bonds and notes yielding about 3½ per cent. to about 7 per cent. Some of these securities are tax exempt. The denominations range from \$100 to \$1,000. The company invites inquiries from investors and will furnish information and advice without charge. The current issue of "Investment Recommendations" will be sent on request, with the company's booklet, "An Organization for Investment Service," describing the facilities of its bond department.

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Thoughts of a War Worker

Continued from page 529

We had a beautiful old room and the beds were so very, very comfortable that when the maid knocked on the door at half past eight to ask us what we wished for breakfast we rubbed our eyes and could not believe that it was really morning. The maid brought up some delicious chocolate, bread and jam and the men sent in two huge red peonies with the dainty china, making the tray look almost too good to muss up. While we ate a couple of the officers stood below our window and pelted us with flowers through the open casement, though of course they could not see us and when we gathered up the rambles and peonies and iris which were scattered about there was a magnificent bouquet. That day was glorious and when we finally appeared downstairs at half past ten we took a long ride through the forest of St. Germain in the automobile, just getting back in time for dinner. In the afternoon we had coffee out in the garden where we had had tea on Saturday when we first arrived, then we danced most of the afternoon.

June 1, 1918.

Just so you may get a little idea of the excitement of the past week or so—and it has been like this on and off for some time—here is an extract from to-day's paper. It does not mention the damage done nor the number killed, and we just have to leave a good deal to our imaginations:

"Two Raids in Two Hours—More Bombs on Paris District. The Paris district last night experienced its thirty-sixth air raid and the fifth within the last eight days. There were two alarms. The first warning came at almost exactly the same time to the minute as on the previous evening, and just as many people were quietly wondering whether to wait a little longer or to go to bed. The raid, too, lasted almost the same time as on the evening before. When the second warning was given the fire engines sounding the all clear for the first raid had completed their round and the sound of the all clear and the warning sirens mingled together. The stridency of the warning, however, prevented any misunderstanding, and those who had not left their cellars remained there quietly for another hour."

"French Air Report. Saturday 1 a. m. June 1, 1918. Some hostile aircraft having crossed the front apparently bent on making their way toward Paris, the alarm was given at 10.53 last night. Our artillery posts opened fire. No bombs were dropped on the Paris district. The all clear was given at 11.47. Further reports of motors being picked up by our

watching posts, the alarm was again sounded at 11.56, the all clear being given at 12.38. It is reported that a certain number of bombs were dropped on the Paris district. The bombardment of the Paris district by the German long-range gun was continued yesterday, being the thirty-first day since March 23d on which the French capital has been fired into."

Everything is whirling, the medical departments are working night and day getting hospitals ready for the men who are brought in. Yesterday we went to Auteuil in the park of the Bois de Boulogne right alongside of the Auteuil racetrack, where the Red Cross has erected hospital tents, bath-houses and barracks, all in three weeks. There are now thirty-nine wonderfully equipped large tents and they expect to put up at least twenty more. There were little beds all fixed up with mattresses, and with basins, soap, towels, wash cloths and brushes, etc., laid out for use. At the head of each bed there is a window, glass set in, which is opened or closed at will. There were then five hundred and some odd American soldiers there, but most of them were able to be about, and were walking about on the grass in their pajamas. Most of the cases were gas, but some wounded. It shows what can be done in a hurry and I am very glad I went out. It was an odd sight to see all those pajama-clad boys, for most of them were nothing more, hanging on the gateposts as we drove through and they were all smiling and happy, though it had been some time since some of them had been shaved.

Speaking of hospitals, Dr. B—took Peg and yours truly out to the Hospital Ste. Joseph the other day where some of our boys were in the isolation ward. This is one of the best hospitals and is French, but is helped by the Americans, I believe. We walked around and talked to the boys in bed. A couple of them who had recovered and could be out came out in their pajamas and talked to us for a while. We took cigarettes, magazines and razors to the boys at Ste. Joseph and they sure did welcome us. It's do a little here and a little there which really helps. The boosts which the Red Cross is getting these days make me proud to be a part of the organization. All the papers speak so well of us and all the nations.

I received this morning a letter from a chap in the Canadian Army saying that he had seen me in *LESLIE'S* magazine and as he knew nobody in the American Red Cross and wished to try to trace a cousin of his he wondered if I would help him. Of course I shall.

Shows in New York

ATTRACTIONS TO WHICH YOU MAY SAFELY TAKE YOUR DAUGHTER—

Aeolian Hall	Concerts	Leading artists in recitals	Hippodrome	Everything	Immense spectacle
Astor	East is West	Fay Bainter as Chinese	Hudson	Friendly Enemies	Play about loyalty
Belmont	The Burgomaster of Belgium	Maeterlinck drama	Liberty	Molière	Romantic drama
Booth	The Woman in Room 13	Mystery melodrama	Longacre	Three Faces East	Ingenious spy play
Broadhurst	39 East	Comedy by Rachel Crothers	Lyceum	Daddies	Bachelors and kiddies
Carnegie Hall	Concerts and lectures	Music by leading organizations and soloists	Lyric	The Unknown Purple	Genuine thriller
Central	Somebody's Sweetheart	Tuneful operetta	Maxine Elliott	Tea for Three	Exceptionally witty
Cohan	A Prince There	George M. Cohan	Miller	Mis' Nelly of N'Orleans	Mrs. Fiske at her best
Cohan & Harris	The Royal Vagabond	Rollicking satire on comic opera	New Amsterdam	The Velvet Lady	Gala musical comedy
Comedy	Toby's Bow	Southern comedy	Nora Bayes	The Kiss Burglar	Musical rignarole
Cort	The Better 'Ole	Bairnsfather humor	Park	Opera Comique	Good singers in repertory
Criterion	Three Wise Fools	Sentimental comedy	Playhouse	Forever After	Alice Brady in romantic play
Empire	Dear Brutus	Barrie charm	Plymouth	The Jest	New play with John and Lionel Barrymore
44th Street	Take It from Me	New musical play	Princess	Oh, My Dear!	Smart musical comedy
Gaiety	Lightnin'	Delightful character play	Punch and Judy	Penny Wise	Lancashire comedy
Garrick	The Bonds of Interest	New Spanish comedy	Republic	The Fortune Teller	Marjorie Rambeau
Globe	The Honor of the Family	Otis Skinner	Selwyn	Tumble In	New musical show
Harris	The Good Bad Woman	New drama	Shubert	Good Morning, Judge!	Brisk musical comedy
			Vanderbilt	The Little Journey	Character comedy

RATHER MORE SOPHISTICATED

Belasco	Tiger! Tiger!	Frances Starr	Fulton	Please Get Married	Honeymoon farce
Bijou	A Sleepless Night	Bedroom farce	Knickerbocker	Listen, Lester!	Amusing revue
Casino	Some Time	Ed Wynn and girls	39th Street	Keep It To Yourself	Lively farce
Eltinge	Up in Mabel's Room	Lingerie farce	Winter Garden	Monte Cristo, Jr.	Snappy extravaganza



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The Melting-Pot

Mill strikers who started a furious riot at Lawrence, Mass., carried the red flag.

A Bolshevik says that the ideal state would be reached when nobody, except perhaps the leaders, could read or write.

Rev. Dr. Charles A. Eaton of New York says: "Thirty years ago we were ruled by money bags; today we are ruled by windbags."

Recently the 25 public schools of Denver, Col., in which there are 17,000 pupils, were closed by a strike of stationary engineers.

Students of the University of Pennsylvania have organized a secret society to suppress radical tendencies among undergraduates.

Secretary of War Baker says: "No child born in a civilized nation in the next 100 years will escape paying a considerable portion of the debt this war has brought about."

After four years of government control the English railways are in a "semi-paralyzed financial condition," and the government is losing \$1,250,000 a day in operating them.

A woman who is the head of a home for children at Marietta, Ga., was convicted recently of cruelly whipping a girl and rubbing salt and pepper into the wounds caused by the whipping.

A woman, who, for the first time in the history of the State, was presiding over the lower house of the Washington Legislature, insisted on being addressed as "Mr. Speaker" instead of "Madame Speaker."

Saloonkeepers will be consulted as to the value of workmen's clubs, or coffee houses, which prominent ministers in New York are planning as a substitute for saloons when prohibition goes into effect.

About one-tenth of the population of the United States is composed of unnaturalized aliens. Of the 17,500,000 aliens in this country, comparatively few have any knowledge of or interest in American institutions.

The labor unions of western Canada have voted to sever affiliations with the American Federation of Labor and to follow the I. W. W. plan of organizing workmen. The new organization will be called the "One Big Union."

In the first five months of Government operation, the American Telephone and Telegraph Company suffered a deficit of \$4,000,000. The company heretofore always had fat surpluses. A 12 per cent. increase of rates is necessary to wipe out the deficit.

Emile Cottin, who attempted to assassinate Premier Clemenceau, is described as primitive, vain, conceited, and believing himself omniscient. He could earn 37 francs a day, but finding society not organized to suit him, he desired to destroy everything.

During a discussion in the German national assembly of the attempt by various states to prevent religious instruction in schools, Hellman, Majority Socialist, said: "The Church, like all social institutions, is subject to steady changes and will eventually disappear."

Hon. Chauncey M. Depew says: "Taxes affect everybody. Taxes raise prices, rents, food and clothing prices, and everything. And until taxes are reduced there can be no reduction of high prices of living or return to that comfortable living that made America the paradise it was."

Dr. Stephen Smith, a noted New York physician, aged 96, is still in active practice, hale and vigorous, although for sixty years he was in ill health. He says: "Live, keep alert, keep occupied, keep in touch, read the news, and seek contact with men and women who are active, and your health in ninety cases out of one hundred will take care of itself."

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STATEMENT OF THE OWNERSHIP, MANAGEMENT, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24TH, 1912.

Of.....LESLIE'S.....published.....WEEKLY.....
at.....NEW YORK, N. Y.....for APRIL 1, 1919.

State of NEW YORK
County of NEW YORK } ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Reuben P. Schleicher, who, having been duly sworn according to law deposes and says that he is the Business Manager of LESLIE'S, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the day shown in the above caption, required by the Act of August 24th, 1912, embodied in section 443, Postal Laws and Regulations, to wit: 1. That the names and addresses of the publisher, editor, managing editor, and the business manager, are, Publisher, Leslie-Judge Co., 225-5th Ave., New York, N. Y.; Editor, John A. Schleicher, 225-5th Ave., New York, N. Y.; Man. Ed., Conklin Mann, 225-5th Ave., New York, N. Y.; Bus. Man., Reuben P. Schleicher, 225-5th Ave., New York, N. Y. 2. That the owner is, and stockholders owning or holding 1 per cent. or more of total amount of stock are: Owner: Leslie-Judge Co., 225-5th Ave., New York, N. Y. Stockholders: John A. Schleicher, 225-5th Ave., New York, N. Y.; Anthony N. Brady Estate, 54 Wall St., New York, N. Y. 3. That the known bondholders, mortgagees, and other security holders, owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: John A. Schleicher, 225-5th Ave., New York, N. Y.; Mary Peckham Schleicher, 110 Madison Ave., Albany, N. Y.; Reuben P. Schleicher, 225-5th Ave., New York, N. Y.; City Real Estate Co., 176 Broadway, New York, N. Y.; Anthony N. Brady Estate, 54 Wall St., New York, N. Y. 4. That the two paragraphs next above, giving the names of the owners, stockholders and security holders, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him. Reuben P. Schleicher, Signature of the Business Manager. Sworn to and subscribed before me this 20th day of March, 1919—A. E. Rollauer, Notary Public, Queens County No. 962. Certificate filed in New York County No. 201. New York County Register's No. 9165. Commission Expires March 30th, 1919.

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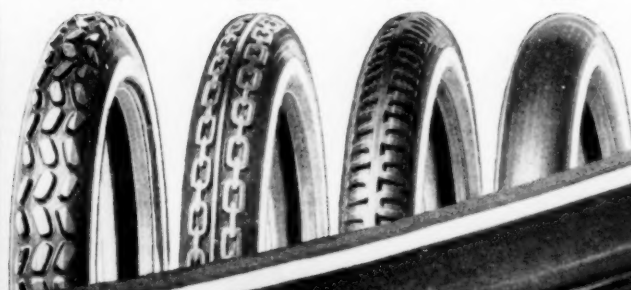
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